







Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

The *Minnegazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

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193 Pennsylvania Avenue East
St. Paul, MN 55101

Public Information
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Web site
www.mtmuseum.org

BOARD OF DIRECTORS

Terms expire 2002: **Dave Kettering**, Treasurer;
Michael E. Miller, Vice-Chair,
Byron Olsen,
Jim Vaitkunas

Terms expire 2003: **Charles Barthold**, Chair, **Art Pew**,
John Robinson, John Senior

Terms expire 2004: **David Gepner**, **Bob Hawkins**,
Peter Johnson, **Ross McGlasson**,
John Walker, Secretary

Class 4 appointed: **Eric Hopp**, **Corbin Kidder**,
Noel Petit

Executive Director **Donald Meyer**

MINNEGAZETTE

**CORRECTIONS
AND NEW INFO**

Russ Olson believes that the location of the TCRT suburban car snapshot on page 28 of the last issue is at Crescent Beach. It was located on the Tonka Bay branch, just south of the junction to the Wildhurst Dock spur.

BOARD OF DIRECTORS

November, 2001

-Approved SDK as auditors for the 2001 calendar year.

-Rejected a request from **Dave Paradeau**, owner of the Minnesota Zephyr to pay off the Museum held-contract for deed for railroad property.

-Formalized a loan agreement of the Lake Minnetonka Division for the display of Museum artifacts in Excelsior pending modified insurance coverage.

-Agreed to host the 2005 Association of Railway Museums convention.

-Adopted the Railroad Division recommendation that **Bill Handschin** continue as General Superintendent.

December 2001

-Accepted the resignation of **Jim Vaitkunas** as Vice Chairman.

-Elected Director **Charles Barthold** as Chairman to serve until the annual meeting, replacing **Mike Miller** who previously had resigned.

-Elected **Mike Miller** vice chair to fill the unexpired term of Vaitkunas.

Vision and goals and developed key processes and systems.

-Accepted and endorsed the interim report from consultant **Jim Murphy** on the Strategic Planning Process and authorized the committee to continue working with Murphy to develop the Vision and Strategy.

-Accepted the final version of a Memorandum of Understanding between the Great Northern Historical Railway Society, the Northern Pacific Railway Historical Museum and MTM to create an archive office, and archive repository to be located at the Jackson Street Roundhouse.

**EXECUTIVE DIRECTOR'S
REPORT**

-Don Meyer

MTM has changed a great deal since I started working here a little more than a year ago. The changes that prompted the Board of Directors to hire an executive director in the first place have required other steps to be taken that will bring about further changes to the organization. Perhaps the key item is the Strategic Planning Committee, appointed by former Chairman **Mike Miller**. The Committee recommended to the Board that an independent consultant be hired to lead them through a long-range planning process. And they concurred, hiring **Jim Murphy** of JLM Consulting. The Committee's work, if approved by the Board, will likely inspire changes in the structure, systems and staffing of MTM over the next few years.

Changes are already underway. Because of my personal goal to encourage MTM to seek accreditation as a museum, staffing changes were made not long after my arrival. The job titles for **Pat Kytola** and **Ann Merriman** were changed to Site Administrator, reflecting the broad spectrum of their duties at Osceola and Excelsior respectively. **Chris Olson's** educational and work experience in archaeology exceeds the qualifications needed to be a mechanic. So his title was changed to Curator of Rolling Stock and additional duties were assigned to him, even though he still primarily gets his hands greasy working on the equipment operated by the Railroad and Lake Minnetonka Divisions. But these simple changes in job titles are better reflective of the nature of museum work as opposed to being an attraction with a lofty title.

Within the Administration Division, **Deb Handschin's** title was changed to Director of Member Services. This reflects our desire to serve this extremely important segment of the museum. In the future, we hope to add other staff positions with a compatible focus on our guests' experiences. This would include such positions as an Educator and a Director of Visitor Services. The Jackson Street Roundhouse Division has added

Front cover: Minneapolis, Northfield & Southern EMD SD39 #41 was the last new locomotive purchased by the local short line, in 1968. Its twin, #40, was recently donated to MTM by Canadian Pacific. Joe Elliott photo.

Inside front top: A Milwaukee Road way freight passes through Fairmont behind Alco power in the mid-1960's.

Inside front bottom: In January 1965, Soo Line train #62 to Duluth pauses at Osceola. Oscar Palrud photos.

to the staff by hiring **John Wickre** as lead docent. They have also authorized the hiring of a part-time cashier, which will allow John to focus more of his time on the interpretive experience we provide our guests at the Roundhouse. The Division has hired its own consultant, **Kelly Cochran** President of Siloheutt Events, to plan a series of special events at the Roundhouse during the 2002 season. If you attended one of the Family Day events in 2001, then you are familiar with her work. And Kelly has already scheduled A Day Out with Thomas the Tank Engine for two weekends in April 2002 as one of several special events for the new season.

Our longest serving staff member, **Wanda Sims**, has also taken on some new tasks, principally in the area of fund raising, capitalizing on her success with ISTE, TEA-21, Cultural S.T.A.R. and other grant programs. Wanda's title of Project Manager has not changed since the renovation of the Roundhouse facility remains her primary responsibility. But the installation of the turntable should be taken as a signal that the long years of major renovation are nearing completion and it is in our best interest to plan ahead for a new role for Wanda within the organization. And that role is likely to be centered on donor development to benefit the entire museum.

This summer we worked with some graphic art students at the Arts Institutes International - Minnesota to design our 2002 brochure. Their assignment included designing a special logo to commemorate our 40th anniversary. The black and white version that appears below shows a new twist to a familiar image. It is one you will be seeing more boldly in color when you receive your invitation to the March Members' meeting. It will also be prominently featured on the new brochure, our ads in the visitors' guides for the Twin Cities, and hopefully flags and banners adorning each operating location in celebration of this milestone event. To complete all of these intended products, we have engaged the services of one of the art students, **Michael O'Laughlin**, as an intern. His role will help us reduce our design costs and allow us to put more money into the actual cost of advertising.

The annual members' meeting is currently scheduled for March 12th. The location is yet to be determined, but it is likely to be in Minneapolis since our special guest will be Hennepin County Commissioner **Peter McLaughlin**. Peter has invited MTM to work with the

County in developing interpretive exhibits as part of the Midtown Greenway Regional Trail, often referred to by our members as the 29th Street Corridor. We hope to have a lot more detail to share with you about this collaborative effort, so please mark your calendar and plan to attend the 2002 meeting. It will also be our primary opportunity to publicly recognize our volunteers and donors, with gratitude, for furthering the museum's cause in fulfilling its mission.

We have submitted a grant application to the Institute of Museum and Library Services to fund a peer review under the Museum Assessment Program. If received, this review will compliment the work being done by the Strategic Planning Committee.

But perhaps the most promising proposal in circulation right now is one for the display of our **Ted Rose** paintings about the heroic efforts of **John Blair**, an African-American porter for the Duluth & St Paul Railway during the Hinckley fire. The goal is to have reproductions of the paintings interpreted and on display at the Roundhouse in time for Black History Month in February.

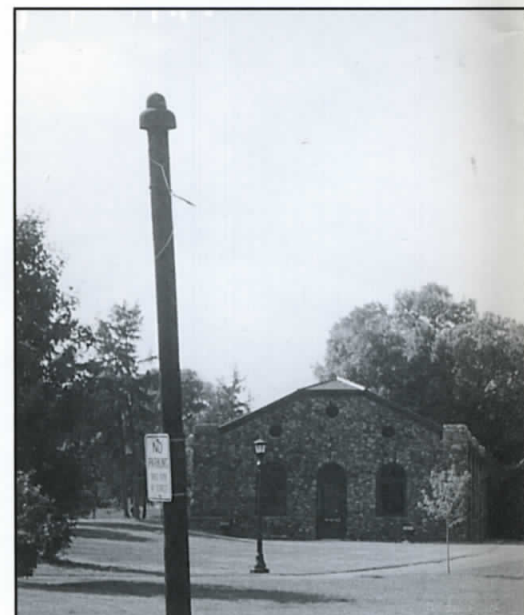
You will also note in this issue the Leave a Legacy logo. This concerns our newest development effort to establish a planned giving program for the museum. This type of program often involves a contractual agreement between the donor and the museum, so we have been working with our banker at Western Bank in order to tap into their resources and expertise in creating these types of agreements. Through the bank, we have also established a brokerage account so that we can handle stock gifts, which are typically used to establish a fund under a planned giving program. If you are interested in making a more formal gift that will have a long-term benefit for MTM, please contact the museum office. In the meantime, the presence of the Leave a Legacy logo in each issue of the Minnegazette will be a gentle

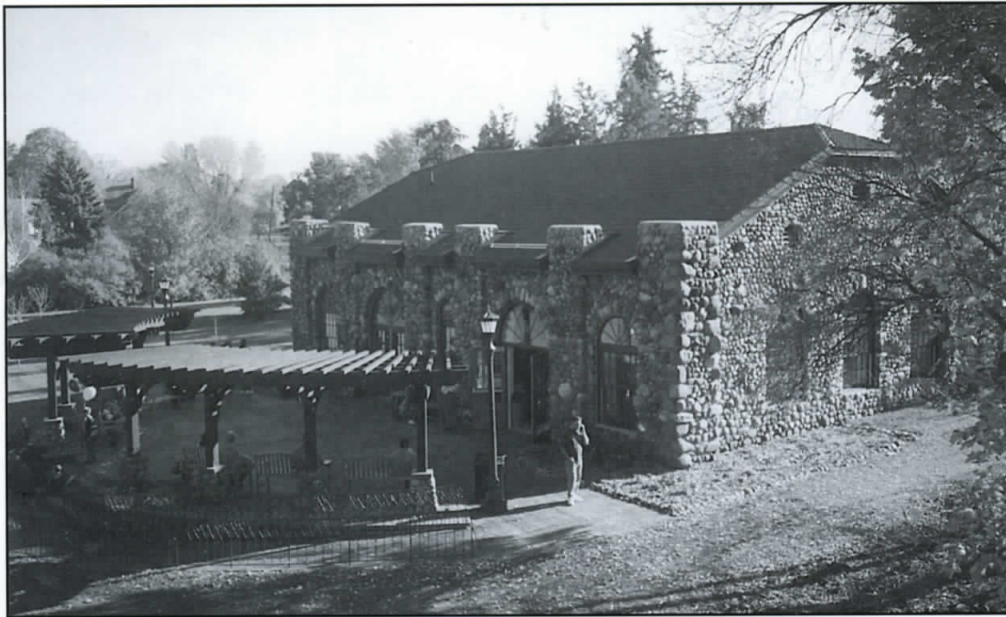
reminder of this significant giving opportunity.

The Board of Directors voted at their November meeting to retain the services of Schecter, Dokken and Kanter, Ltd as our auditors for the fiscal year ended December 31, 2001. The audit work is scheduled to begin mid January and be completed in time for a full report to the Board at their February meeting. This is a major improvement over last year when we did two audits in three months; one for the short year fiscal year that ended December 31, 1999 and the other for the year ended December 31, 2000. The quickness with which we are able to execute this year's audit is an indication to you, our members and donors, and the vendors with which we do business that our affairs are in order and properly accounted for. You will see the results of our 2001 financial performance in the annual report distributed at the March meeting.

Word from the Railroad Division is that the Canadian National is willing to renew our track lease at Osceola for another year. There are some new liability issues to work through, but a review by our own insurance agent indicates these are minor in nature and should not be an impediment to our signing the agreement. This is good news for **Bill Handschin**, who was elected for a second term as the division superintendent, and his Board since our continued operations out of Osceola is subject to the goodwill of the CN.

They are new partners for us since their acquisition of the Wisconsin Central. So we are especially pleased with the good start to what we anticipate will be a long and cooperative working relationship. And





The St. Paul Park Board has restored the former Como Park streetcar station. Always owned by the city, the distinctive stone building is shown in a 1908 postcard. The terrazzo floor of the building's large meeting room is a stylized map of the St. Paul streetcar system, with inset brass plaques naming destinations off the map. As part of the effort, the brush has been cleared from the former pedestrian bridge that permitted streetcar riders to cross the tracks, which were separated by an iron fence. The trolley wire hangers are still in place under the bridge. Looking down the right of way, a lone over-head wire pole survives. Aaron Isaacs photos and MTM collection.



thanks to Nick Modders for serving as the liaison with the CN.

Looking ahead, there are several other promising news items that indicate MTM will be an active place in the coming years.

The Science Museum has contacted us about being part of their summer program, which will have a transportation theme. It will take place in August and will involve kids who will enter first grade in the fall. We hope to host them at both our Jackson Street and Lake Harriet locations. But it would be even better if they arrived at each venue aboard one of our classic buses.

The staff manned the MTM booth at the Minnesota Educators Association conference in October. We were able to talk with a lot of teachers and distribute promotional materials to encourage their scheduling school trips to the various MTM sites this spring. If successful, we should see an increase in school charters, which would be a great way for our operating divisions to begin their seasons during our 40th anniversary celebration.

We continue to meet with the St. Paul Riverfront Corporation about the 2004 Grand Excursion, related to an historic event that took place in 1854, the completion of the first rail service to the Mississippi River. Our primary commitment will be the expanded access to the Jackson Street Roundhouse. We have also committed to having new exhibits in place. And we hope to provide a VIP train to travel down to Lambert's Landing to meet the flotilla of riverboats that us due to arrive on the 4th of July. The Riverfront Corporation is stressing the flotilla as the centerpiece of this event. However, was organized to celebrate So it only seems appropriate that the first steam whistle the people in St Paul hear that day is from a locomotive, greeting the boats as they arrive.

Mary Berrick, Special Projects Director for the Minneapolis Parks and Recreation Board, has asked if we would work with them in organizing some events at Minnehaha Park in 2004 as part of their Grand Excursion celebration. This invitation came as the result of a meeting set up by **Maryellen Digre-Mueller** with **Bob Mosedale**, who serves as staff at the Longfellow House. The purpose of our meeting was to explore more cooperative projects between our two organizations. We understand the Park Board has leased the tracks going into the park and we have been asked to consider bringing railroad cars down to the museum that could serve as expanded display and gift shop space for the Princess Depot and the Longfellow House.

And last but certainly not least, **Louis Hoffman** made inquiries at the recent ARM/TRAIN convention about MTM hosting the 2005 convention. He was met with a positive response from both ARM and the MTM Board of Directors about formally making a proposal to ARM. Louis has offered to serve as co-chair of the planning committee, which should go a long way towards giving the Board confidence we can successfully fulfill this project.

ARM 2005 COMING TO THE TWIN CITIES

The Board has approved the Museum's request to host the 2005 convention of the Association of Railway Museums in the Twin Cities in September 2005. Based on conversations with members of the ARM Board at the 2001 convention in Salisbury, North Carolina, the convention will most likely be awarded to us. Many of you may remember the 1995 convention, reported in ARM's newsletter as "The Best Convention Yet." It featured visits to the Minnehaha Depot, the Como-Harriet Streetcar Line, the not-yet-complete Minnehaha, the boat building exhibits, a lunch cruise on the Queen of Excelsior II, and a ride on the Osceola and St. Croix Railway from Withrow to Amery and return featuring first class service. There was a banquet at Saint Paul Union Depot featuring former Saint Paul Mayor **Norm Coleman** and Minnesota Historical Society Director **Nina Archabal**, a banquet at The Saint Paul Hotel featuring Locomotive and Railway Preservation editor Mark Smith, mini-trips to Bandana Square and the Twin City Model Railroad Museum, the Jackson Street Roundhouse,



Following September 11th, #1300 and the Linden Hills depot displayed patriotic colors. John Prestholdt photo.

and the James J. Hill House, and a choice of a dozen seminars. In 2005 we'll have much of that and more: a cruise on the Minnehaha and rides on the Excelsior Streetcar Line with #78 and #1239, a full-fledged visit to Jackson Street, and a ride on the Hiawatha light rail line. Hopefully, Winona #10 will be in service at Lake Harriet and hopefully steam will have returned to the Osceola and St. Croix Valley.

But remember that conventions are a lot of work. This is just some of what needs to be done: designing, printing, and mailing brochures and registration forms, preparing registration packets and overseeing registration, planning operations and refreshments at all sites, planning transportation between sites, planning meals at the hotel and at other sites, planning seminars, and all the details that go into planning an event that operates flawlessly. Sound interesting? Since all divisions will participate in this convention, we need a committee that has at least someone from each division and people with skills that will help us organize a convention that's better than the "best convention yet." We'll be in the spotlight - under the scrutiny of our American and Canadian peers. Not to mention that this year's convention featured representatives from Australia and the United Kingdom. Let's make it happen. Can you help? If so, please contact ARM 2005 Committee Co-Chair **Louis Hoffman** at (612) 729-0442.

TRACTION REPORT

- Louis Hoffman

2001 Halloween Ghost Trolley

Thank goodness for another unseasonably pleasant Halloween. Friday night was cold and windy. Saturday night was warmer but still windy. Sunday was pleasant and calm. And Halloween itself was pleasant and calm as well. Once again, ridership was strong - long lines and full cars were the norm, some with more than sixty passengers. As usual, the highlight of the event was the skit performed by **Dave French** on each trip each night. This year, he was the disgraced former motorman who was now a gravedigger at Lakewood Cemetery. He boarded the car with a small coffin, his intended victim having disappeared. It's too big for the motorman, so he asks for volunteers from the children on the car. Unfortunately, the conductor, who cites Rule No. 1, foils his plans. No passenger may be removed from the streetcar by a gravedigger unless all passengers consent. **Bill Graham's** youth troupe boarded each car under the William Berry Parkway bridge in hideous costumes. And a growing number of our Queen Avenue South neighborhoods created backyard displays.

Here's ridership and revenue information: Ridership on Friday and Saturday was down because of very cold and windy weather. But Halloween night was stronger than usual a combination of good weather and live coverage that morning on WCCO television. Income figures include tokens, merchandise sales, and donations.

	Psgs.	#265	#1300	Fares	#265	#1300	Income	trips	trips
Friday	333	174	159	321	165	156	\$ 688.00	6	5
Saturday	585	317	268	567	301	266	\$1,195.45	6	6
Sunday	716	351	365	672	327	345	\$1,438.31	6	7
Wednesday	479	235	244	400	217	183	\$ 935.59	6	5
Total	2,141	1,077	1,038	1,960	1,010	950	\$4,278.35	24	23

Thanks to **Ken Albrecht, Bettye Anderson, Earl Anderson, Keith Anderson, Carl Barthelemy, Charles Barthold, Fred Beamish, Lael Beamish, Bernie Braun, Mike Buck, Joe Chisler, Betty Culver, Dave Culver, John DeWitt, Mark Digre, Maryellen Digre Mueller, John Dillery, Rolly Ehrenberg, Ben Exley, Dave French, Angela Frerichs, Bud Goldstein, Bill Graham, Gary Gustafson, Ned Harris, Scott Heiderich, Clark Hoffman, Louis Hoffman, Pat Harvey, Roy Harvey, Dave Irey, Karl Jones, John Kennedy, George Kotsonas, Kevin Mackin, Don Meyer, Michael "Electric" Miller, Dave Norman, Jerry Olsen, Jim Otto, John Prestholdt, Donna Wagner, Hilmar Wagner, Terry Warner, Bob Webster, Carl Wessel, Jim Willmore, and Jim Vaitkunas** for the planning, preparation, and operations that made this year's Halloween Ghost Trolley possible and successful.

An extra special thanks go to the following: "Gravedigger" **Dave French**, for doing a six and one-half minute performance every twenty minutes for three hours or longer on four nights; **Bill Graham** and his crew of young actors who terrorized passengers under the William Berry Parkway bridge: **Wia Day, Jamiah Edwards, Anthony Hughes, Steve McGrath and Judson Pettus** from Minnesota Transitions High School, **Tim Giesecke and Alex West** from Southwest High School, and **Dominic Marrone**, son of **Joe Marrone**, from the neighborhood; our Queen Avenue South neighbors, coordinated by **Bud Goldstein: Dave and Jenny Beck, Joe Marrone, Barb, Steve, and Marissa Nicol, and Debbie, John, Ryan, and Colin Quirt** for the scary displays along the right-of-way (thanks also to Bud for the "heads up" on the tree fouling the overhead on Thursday and to **George Isaacs** for working with the Park Board to remove it before Friday's operations); **Council Member Barret Lane** and his assistant, **Julia Blount**, for arranging for the free loan of Public Works Department barricades; and **Roy Harvey and Jerry Olsen**, who had a car at the Linden Hills Station at

4:55 a.m. (yes, a.m.) on Halloween morning to take advantage of free live coverage on the WCCO-TV morning news and thanks to WCCO for being there too.

And from the "Gravedigger:" A sincere thanks to all the people who worked so hard to make the Halloween Ghost Trolley a success. From my perspective, I don't get to see all the yeoman work that goes on at the station and by **Bill Graham** and those wonderful kids under the bridge. Special kudos to **Jerry Olsen**, who worked on the car all four nights and endured my intolerable abuse with good humor, and to **Fred Beamish**, who came up with the idea of turning off the car's lights when I turned on my flashlight. The people loved that!"

The Corbey collection and other donations

-Aaron Isaacs

Some amazing items have come in the door over the last month. This Minnegazette features East Side Station photos from a wonderful album by **Edwin Nelson** (see the photo feature on page 20 for more details).

TCRT Motorette **Mona Griffin Simcox** died this year. She worked out of Lake Street Station from 1944 to 1952 and attended the 1993 Motorettes 50th Reunion at Como-Harriet. She left instructions that her streetcar related artifacts be donated to MTM. They include her uniform hat, bow tie and jacket, several photos of her and coworkers, and a number of very interesting paper items. There is her hiring notice, several cards with the scheduled time of the runs she worked, and pay receipts.

Mary Ann Corbey, widow of former MTM President **Gene Corbey**, has donated his extensive collection of streetcar photos and artifacts to MTM. There are hundred of Minnesota streetcar photos, and numerous paper items, including a box of unissued transfers and a scrapbook of extremely rare tickets. Two walls of his basement were lined with wood number boards

(inside, just below the destination sign) from Twin City and Duluth streetcars. There is a box of motorman and other hat badges, more than enough to properly outfit every MTM streetcar operator. Finally, he had several parts that will be installed in TCRT #1239, including a suburban fare register and pole, a trolley retriever, seats and a farebox. **Bill Graham, Aaron Isaacs, George Isaacs, Russ Olson and Jim Vaitkunas** removed and catalogued the collection. We wish to thank **Mary Ann Corbey** for her generosity.

After Como-Harriet volunteers appeared in uniform at the reopening of the restored Como Park Streetcar Station, **Ruth Schumi** of the St. Paul Park Department and MTM photo archivist **Aaron Isaacs** agreed to copy photos from each other's collections. A trip through the Park Board's photo files turned up half a dozen previously unseen streetcar photos, plus a great shot of a Northern Pacific Skally line passenger train skirting the edge of Lake Phalen.

Finally, **Stuart Nelson and Wayne Erickson** both made 1910 vintage photos of streetcar driving ancestors available to MTM for copying.

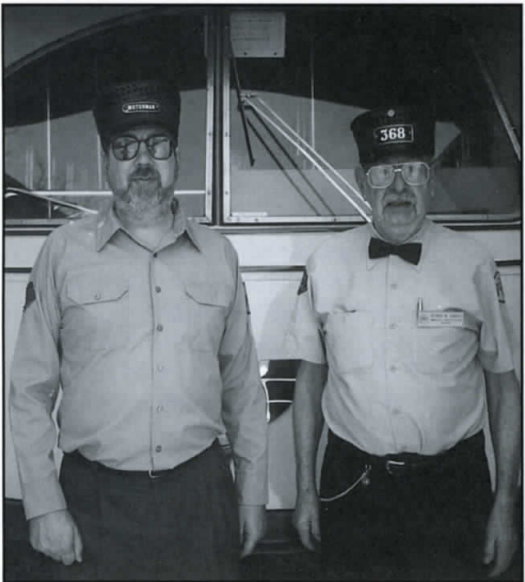
Streetcar right of way becomes path

The former right of way of the Como-Harriet line from 34th to 36th Street has been made into a walking path. The path is on Park Board land and follows a ledge overlooking the east side of Lake Calhoun. It had been an informal path and teen gathering place since abandonment in 1954. Like the present CHSL before MTM rebuilt it, there were exposed ties with spikes. The 35th Street streetcar stop platform and the stairs leading to it are still in place. The path is a project of the East Calhoun neighborhood group. They removed litter, cleared a great deal of brushy undergrowth and laid down a bed of wood chips. They also graded and wood chipped the portion just north of 36th Street, where the adjacent apartment building had sodded and largely removed the grade.

Classic bus department

-Ken Luebeck

The Classic Bus Department of the Como-Harriet Streetcar Line started out FY2001 with high hopes. In FY2000 we actually covered our expenses for the first time ever. This was a feat few thought possible. Unfortunately, this bubble was short-lived. It burst when #1399 seized its engine last summer.



Family ties at Como-Harriet. John and Dave Cochrane. Fred and Lael Beamish. Earl and Bettye Anderson, John and Kathy Prestholdt, Dave and Betty Culver. George and Aaron Isaacs. Mark, Maryellen and Karen Digre. John Prestholdt photos.

Frankly, all I have to report for 2001 is a steady stream of setbacks. The following is a long overdue account of the state of the Classic Bus Department.

The setbacks

We had planned to introduce #198, a 1965 GM "new-look" model 5303 into service this past spring, after a repaint into original Twin City Lines colors and minor mechanical work. Metro Transit had agreed in principle to allow use of the Overhaul Base for the re-paint, provided that the lead paint was removed first. Delays mounted as we found #198 needed more work than had been thought when it was inspected in the fall of 2000. It now has new tires that were provided at cost by Goodyear. It runs, but needs a more thorough mechanical going over to insure it will not suffer an expensive breakdown.

And it needs hours of body work before it can be re-painted. While delays added on #198, #1399 suffered an engine overheat, followed by the engine seizing. Our best guess is that the engine is beyond repair. So we have focused on a cradle replacement. This would replace the engine, transmission, radiator, etc. as a unit. This is an easier operation than replacing the engine alone, and would then allow us to attempt repair of the spent engine at our leisure. We have found one available cradle that functions. The Metro Transit Overhaul Base has agreed in principle to do the swap. The trouble is the available cradle is in much worse shape than the old one was. It made little sense to spend as much money as it would cost to do the cradle replacement (perhaps \$5000 to \$8000, labor alone) unless we were installing a very good cradle that is less likely to fail than the previous one. A newly rebuilt engine for #1399 would cost about \$20,000 to \$25,000, plus add-ons and installation. If we pay for the installation (rather than use volunteers), this more expensive solution also seems to give us the most bang for our buck. We rented #132 (a 1963 GM "new look") from Rochester City Lines/Richfield Lines to keep us operating this summer. An anonymous donor has already paid (as a donation to the MTM) the first three months of the lease and has pledged to pay for the fourth. I do not believe Rochester City Lines has sent us the bill yet. Thanks to the donor, #132 provided us some income.

We had to leave Jackson Street Roundhouse this year. We had four buses sitting at JSRH waiting for future restoration, including the very historic Rochester Bus Company 1935 Yellow

Coach. In fairness to the good folks at Jackson Street, they were told several years ago that storage there would only be temporary. Towards the end of the season, our attention turned to Mack #630 in the hope we might be able to cheaply fix it and use it in limited service. Save for a piston which we have been unable to locate, it would be running today. It appears we will need to have one fabricated. If we are going to have one piston fabricated, then it would probably be a better use of resources long-term to have six pistons and six sleeves fabricated and installed. This adds to the cost, but would save us money in the long-term. Right now the bus is sitting outside at RDO/Mack in Roseville. It obviously cannot stay there unless RDO will be able to do more work on it.

Home sweet bus garage & shop

Our most pressing need is a functioning shop which we can call home. Right now we cannot hold regular work sessions (an important way to recruit and keep new volunteers) because we have nowhere to work on buses. Metro Transit has been good to us, but they can only keep #1399 on a hoist for eight hours or so at a time, and then only by special arrangement in advance. Metro Transit now has nearly 1000 buses, and shop space is at a premium. We cannot tear apart #1399's engine to see what is wrong with it because we may not leave the bus occupying shop space for the days or weeks it would take to do so with volunteer labor. A home for the bus department needs to be a high-priority, active project.

The first steps

FY2002 will be for rebuilding. The basic strategy is to find a way to afford repairs for #630. We would then run #630 for special occasions and recruitment purposes only. We will not run regular operations until we have two good buses (one as a backup) and/or a much larger organization. Once #630 is running, we can turn our focus to recruitment, #198, and getting #1399 running and overhauled in time for its 50th birthday in 2004. Offers of assistance are greatly appreciated.

ARM/TRAIN 2001- A Traction perspective

Although light on traction-related attractions, ARM/TRAIN 2001 was well planned, flawlessly executed, and generally five days well spent for General Superintendent **Jim Vaitkun**

and me. Hosted by the North Carolina Museum of Transportation at the former Southern Railway shops in Spencer, North Carolina from November 7 to 11, 2001, this was the first joint convention of the Association of Railway Museums and the Tourist Railway Association. Of course, Jim and I enjoyed our ride on Charlotte #85 on the Charlotte Trolley, seeing the rest of their collection, and seeing Piedmont and Northern boxcab #503 at Spencer. But the seminars and the personal contacts were what made the convention.

One of the best reasons to attend ARM conventions is the informal conversation that happens on buses and trains, over a meal, and resting on a bench after too many hours of touring a museum. We had breakfast with the director of the Bendigo Tramway Museum in Australia. Bendigo inherited 35 trams, a car barn, and all the parts that came with it. It's as if TCRT had given the Museum a car barn with all its contents. We also rode Amtrak's Piedmont back from our day in Charlotte with a member of the Edmonton Radial Railway Society in Edmonton, Alberta. Edmonton casts various streetcar parts and may prove to be very helpful in the restoration of Winona #10.

General Services Department news

Ridership was a mixed bag in 2001. As poor as the statistics below indicate, ridership was remarkably good despite the terrible weather that plagued us most of the season - a wet spring, a hot, humid summer, and a wet fall. The percentage of revenue passengers was up, as were charters, and there was season pass revenue for the first time. Still, a successful 2001-2002 Annual Appeal will make all the difference in determining the success of the upcoming TEA-21 Project and the restoration of Winona #10, TCRT #1300, and Mesaba #10. Don't forget your

contribution to these worthy projects. Remember, contributions made by December 31 are deductible on your 2001 tax return.

By individual streetcar, the numbers are as follows: #265, 13,266 passengers and 11,896 tokens on 60 days, #322, 4,251 passengers and 2,971 tokens on 24 days, and #1300, 21,582 passengers and 14,989 tokens on 74 days. The average number of passengers and tokens per trip was 15.95 and 11.5 in May, 16.49 and 11.64 in June, 17.85 and 13.3 in July, 17.89 and 13.07 in August, 15.44 and 12.18 in September, 10.68 and 7.4 in October, and 44.96 and 41.70 during the Halloween Ghost Trolley.

2002 season passes are now on sale. You can get your 2002 season pass at the 2001 price - \$20.00 for members and \$40.00 for non-members, if you order by mail before March 31. After March 31, the price will be \$22.50 for members and \$45.00 for non-members by mail or at the Linden Hills Station. Mail your check, payable to MTM, to MTM, CHSL Pass Bureau, 4816 Nokomis Avenue, Minneapolis, Minnesota 55417-1434.

We're also accepting charter reservations for 2002. The rates are \$65.00 per one-half hour or \$55.00 per one-half hour for members. Again, you can save by reserving early. All reservations made and paid for by March 31 will be at the 2001 rate - \$60.00 per one-half hour for non-members and \$50.00 per one-half hour for members. And it pays to volunteer in the Traction Division charters for Traction Division volunteers are available at \$45.00 per one-half hour. Remember, charters need to be booked in advance at least two weeks is helpful. Please call the Museum at (651) 228-0263 and follow the prompts to the CHSL Charter Bureau.

The year came to an end with the annual Como-Harriet Streetcar Line holiday party at the Linden Hills

2001 Como-Harriet Ridership

	Passengers	Tokens	Trips	Charters	Charter Passengers
April-May	5,024	3,623	315	5	183
June	7,766	5,482	471	12	519
July	10,191	7,586	571	16	951
August	7,244	5,292	405	9	324
September	3,304	2,606	214	4	159
October	1,321	881	119	2	50
HGT	2,113	1,960	47	-	-
Total	39,099	27,440	2,142	44*	2,186

* There were a total of 57 charters for 44 customers.

Carbarn. About 75 people found their way to the carbarn to share holiday cheer, enjoy a wide variety of tasty beverages and treats, and take "owl" runs to Lake Calhoun aboard #265. Thanks to all who made this year's gathering a great success - and who filled six bags of food for the Minnehaha and St. Phillip's Episcopal Church food shelves (especially **Tom Beaumont**, **Bernie Braun** and **Maryellen Digre-Mueller** for their help in carrying the bags up to my car).

Mechanical Department News

PCC #322 was removed from service after Labor Day to permit work on the rear truck suspension. It returned to service on a limited basis late in the season. Work on the front truck will happen later this year.

The winter's primary project is major work on TCRT #1300. This will include rewiring except for bell and lighting circuits, inspection and servicing of the controller, rebuilding the air compressor, removing and rebuilding brake system components, including the front and rear brake valves, removing and replacing the two air brake reservoirs, repairing and refurbishing interior components, including the ceiling, light fixtures, seats, and some woodwork, and spot repair and painting of the exterior woodwork. There's no question that this is a lot of work. Can you help? Work crews are on Tuesday mornings, Wednesday evenings, and Saturday mornings. Please call **George Isaacs** at (651) 484-7512 about Tuesday sessions and **Karl Jones** at (763) 427-7891 about Wednesday and Saturday sessions or Chief Mechanical Officer **Clyde Stephens** at (952) 920-0895.

Traction Division volunteers are also continuing to assist with the restoration of TCRT gate car #1239 at the Excelsior Carbarn. Work includes completing the plumbing for the air brake system, wiring the controller and motors, and other electrical and mechanical work. The goal is to return #1239 to service this spring on the Excelsior Streetcar Line.

The body of Mesaba Electric #10, the only Mesaba rolling stock left (it was abandoned in 1927, the first victim of Greyhound, which started on the Iron Range) and the only extant Minnesota interurban car, has left its longtime home, the lumber shed at the Arsenal, for the Excelsior Carbarn. Many thanks to our friends in the Lake Minnetonka Division, especially Commodore **Brad Buxton**, for graciously making space available for this rare artifact, to **Bill**

Graham for serving as the Traction Division's liaison, and to **Scott Heiderich** for overseeing the move. The former TCRT line truck, stored behind #10 in the lumber shed, has been moved to Jackson Street thanks to the generosity of **Art Pew**. The Traction and Lake Minnetonka Divisions also own several sets of trucks for various future restorations and for sale or trade. These will be moved around to get them from where they are (and aren't supposed to be) to where they are supposed to be. But the details aren't final. Watch this space for details as the game of "musical trucks" continues.

So just what is the extent of the Museum's traction collection after all the moves and trades reported in recent Minnegazettes? Here's the rundown of our seven-car collection:

Mesaba Railway interurban #10 (Niles, 1912) Excelsior Carbarn awaiting restoration,
Winona single-truck streetcar #10 (St. Louis, 1913) Excelsior Carbarn awaiting restoration,
Duluth single-truck streetcar #78 (LaClede, 1893) Excelsior Carbarn in service,
Duluth double-truck streetcar #265 (TCRT, 1915) Linden Hills Carbarn in service,
TCRT PCC #322 (St. Louis, 1946) Linden Hills Carbarn in service,
TCRT double-truck streetcar #1239 (TCRT, 1907) Excelsior Carbarn in restoration,
TCRT double-truck streetcar #1300 (TCRT, 1908) Linden Hills Carbarn in service.

Volunteers have completed an energy audit of the Linden Hills Carbarn and Shops, to be followed by insulation and other improvements, in an effort to reduce the high cost of winter heating.

If you can't buy it-make it!

-George Isaacs

Sometime in 1975 **Lawrence Georges** of Illinois Railway Museum visited us at the old Northern Pacific Como Shops to look at our restoration of Duluth #265. He said that they could get us some parts from Chicago Transit Authority 4000 class L cars that were being scrapped. He subsequently delivered three upper portions of U.S. 13 standard trolleybases. They had the springs and associated castings but no casting of the bottom plate-bearing housing or the roller bearings themselves. We stored them in the back of the old carbarn and forgot about them.

With the restoration of TCRT #1239 coming along at a rapid pace, the need for a complete trolley base became urgent. Inquiries to the Chicago area museums for bottom plate castings turned up nothing. So, the alternative was to fabricate the missing parts ourselves. We were fortunate that among the TCRT prints that **Russ Olson** saved for the museum was a drawing showing the assembly and components of a U.S. 13 trolley base.

The first job was to take apart the three upper portions on hand for cleaning and sandblasting. Over three decades of rust formation made this a tough job, but with the able assistance of **Carl Wessel**, **Phil Settergren** and **Howie Melco** this task was accomplished.

Jim Willmore made a stiff paper pattern of the outline of the plate portion that is mounted to the trolley boards, which in turn sit on the car roof. This pattern was used on a plasma arc cutter to make three plates out of one-half inch thick steel.

Dennis Stephens purchased a piece of five and a quarter inch diameter round steel and had it cut into three pieces with a three inch rough bore and three pieces to make up the bottom of the bearing housing. The cored pieces were then machined on our shop lathe to form the bearing housing that supports the upper portion of the trolley base. This writer had trouble machining the inside bore to size so he turned it over to master machinist **Lowell Wood** who did a beautiful job. The plate and bearing housing were welded together by **Byron Mickelson** of Metro Transit.

The parts were then painted and assembled and what you get is a practically brand new trolley base. The first trolley base has been mounted on #1239's trolley boards. It is now one down and two to go, one for Winona #10 and one for Mesaba #10. Now that is planning ahead

Safety and Development Department News

Look for the 2002 Traction Division Survey with this Minnegazette. Have you ever wanted to run a streetcar? This is your chance. Of course, there are a lot of less-glamorous jobs that are essential to a safe and successful season too physical plant maintenance, streetcar cleaning, maintenance, and restoration, and various administrative duties like charter administration, communications, crew calling, exhibit design and construction, and marketing and public relations. Don't think you have the



MTM's latest acquisition, Soo Line #6240, began life in 1968 as Minneapolis, Northfield & Southern #40. The SD39 was an uncommon unit. Only 54 were built. Dick Heine arranged the donation by Canadian Pacific. Dick Heine photo.

skills or time? Think again - we can find the job for you that fits your talents and into your schedule. Want to know more? Try us.

Minnehaha Depot

The Minneapolis Park Board has leased the tracks that extend to the Minnehaha Depot and has announced that they will stay in place for the foreseeable future. At the October MTM Board meeting, a Park Board representative asked if we could provide a train set to house displays and a gift shop that would carry merchandise related to the depot and the Longfellow House. She would also like to discuss our joint participation for some events related to the 2004 Grand Excursion celebration.

Mesaba #10 leaves the Arsenal

-Jim Vaitkunas

I am pleased to report that one major hurdle is over for the Traction Division. Mesaba Railway interurban coach No. 10 is now safely stored in the Excelsior Streetcar Line's carbarn and the TCRT line truck is now safely tucked away in the Jackson Street roundhouse. See **Scott Heiderich's** excellent report below for the details, trials and tribulations of these moves.

First, I want to extend a warm thank you to our colleagues at the Lake Minnetonka Division for allowing this historic and unique interurban car to be stored in the ESL carbarn. This is truly a unique artifact that someday will be

another shining example of the skills of the volunteer restoration artisans of the MTM.

Second, many thanks to **Art Pew** and his staff at the Jackson Street Roundhouse for allowing us to store the TCRT 1938 line truck in the roundhouse. This piece of Twin City transit history is truly unique as I know of only one or two other museums which have a piece of transit system non-rail work equipment in their collections.

Third, I want to extend a big thanks to **Scott Heiderich** for doing all of the leg-work in making the move of Mesaba No. 10 and the line truck come off with nary a hitch. The short narrative below only tells about the work done in the last two weeks to get these two unique transportation artifacts from the Twin City Arsenal to Excelsior and Jackson Street. There was a huge amount of work done prior to that in arranging for this move. This behind the scenes work was done by **Scott, Charles Barthold**, and several others including **Bill Graham**. Much thanks to everyone who was involved in making these moves a success.

How we moved Mesaba #10

-Scott Heiderich

This fall we got word that our Mesaba #10 interurban car body and our ex-TCRT line truck would have to be moved out of the arsenal by Dec. 31st after resting there inside a building at the New Brighton Arsenal for almost 18 years! **Charles Barthold** was instrumental in

getting us "rights" to bring our people and moving companies onto the tightly secured arsenal to provide bids and do the moving. Shorty's Towing successfully moved the line truck, a 1930's Ford cab-over with a tower on the back, to Jackson Street Bay B. Thanks to **Chris Olson, Art Pew** and **Wanda Sims** and the Jackson Street Crew for their assistance in seeing this all happen. We will be fixing the flat tires and broken wheel prior to moving inside.

Mesaba #10's 49 feet of carbody was loaded onto Shorty's trailer and moved to Excelsior next to Lyman Lumber. There, a crew of **Jim Willmore, Ken Albrecht, Russ Olson, and Scott Heiderich** successfully jacked the body off the trailer and down onto two ex-CTA trucks so it could be moved to the barn. #78 suffered an electrical failure outside the barn and had to be pushed back into the barn, so we had to use Ken's truck and Jim's truck for moving the trucks and the re-trucked #10 along the line. We suffered a derailment of the trucks (thankfully before #10 was mounted on them), and the City of Excelsior Public Works crew very nicely used their front end loader to re-rail them for us. The fit into the barn of #10 was VERY tight, but we did some lateral movements with a jack between the body and the truck to squeeze it past some places and it is now in the barn waiting for future restoration. **Jim Willmore** led a crew that jacked up Winona #10 onto its newly arrived truck, so now the carbarn at Excelsior contains #1239, #78, the speeder and flat, Winona #10 and Mesabi #10, and of course "TOOT", our little tug boat!

A big thank you to all those named above for getting this task completed. We couldn't have done it without you all.

RAILROAD DIVISION REPORT

-Dick Kolter

A review of the 2001 operating season finds what might be termed a normal year with no big problems and no big events. Passenger counts were comparable to the previous season but not near the records of a few years ago. **Pat Kytola** has assembled a report containing much information on numbers of passengers, where they came from, if they used coupons, how large their groups were, who the charter groups were, plus information on our own special events.

This year there were 19,296 passengers boarding the regular trains at Osceola and about 1,700 more at



This fall's deadhead move from Osceola to Jackson Street was a wonder to behold, with four MTM diesels in the lead, shown here skirting the St. Croix bluffs. Dick Heine photo.

other locations such as the Andersen Company Picnic and the William O'Brien State Park special stops. Considering the overall economy and that other tourist operations have experienced similar less than sensational years, we hope that with continued advertising we will be able to again increase the numbers. One problem this year was that one coach was out of service all year and there were seven trips that were sold out so some passengers may have been lost. During the busy season we ran an extra trip which allowed many who wanted to be on the sold out runs to get a seat on the later train.

Pat tried to survey the passengers wherever possible and found that 79% came from Minnesota, 18% lived in Wisconsin, and 3% traveled from other states with the largest number coming from Illinois. This season a strong effort was put into the first class service and the monthly dinner trains by several people. These services do not carry large number of passengers but there is good potential for profit. **Tim Tuggle** and **Bill Phannes** have been leaders in this area. During the 2002 season Bill plans to attempt to segregate operating costs enough to determine just how profitable these special services are. Outwardly they appear to be quite a money maker, but they are labor intensive and we never seem to have too many volunteers.

A Soo locomotive to go with a Soo caboose.

Last August **Dick Heine** arranged for the Canadian Pacific to donate some equipment to MTM. At that time, as reported earlier, we obtained a caboose. Dick continued his negotiations and the reward was a SD39 locomotive. The engine was delivered to us at Dresser on Sunday October 14. On that particular Sunday our train waited for a CP rock train to pass them at Osceola and on that train was locomotive SOO 6240, the unit they left for us.

When we are being given something as valuable as a locomotive we don't want to ask too many questions about its condition, so now that we have it we can determine what it may need to make it operational. As time permits our crews will look it over carefully. In the mean time it is on display right next to the roundhouse. The unit is in the red and white SOO color scheme. This engine was acquired by the SOO when the Minneapolis Northfield and Southern was merged into their system. At that time it was known as MNS40 and was in that company's blue and silver colors. Traces of blue paint can be found in some corners.

An impressive equipment transfer

The equipment move from Osceola to Jackson Street at the end of the operating season was quite impressive this year as our equipment line up at

Osceola had gotten somewhat extensive by the end of the year. The decision was made to bring three coaches to Jackson Street this winter, and since there were four locomotives that made a total of seven pieces of equipment. But at the last minute the newly acquired SOO caboose was added to the consist. The shuttle special on October 22 arrived at Jackson Street Roundhouse with four engines and four cars.

The four engines were our three operating units, 559, 105, and 3110 and the SOO 6240. Cars were 1096, which will get the toilet work finished, triple combine 1102 which needs rather extensive truck work and cosmetic work, and 2232 which was brought in primarily for interior work, such as seat cover replacement. At this writing serious consideration is being given to truck work on that car also. Some of the wheels are worn nearly to the limit and the car has friction bearings. The SOO caboose does not appear to need much work but volunteers have expressed the desire to work on cleaning it up and checking its electrical system.

Annual business meeting

The annual business meeting of the Railroad Division was held as provided in the rules on November 10 at 3 PM. **Morten Jorgensen** acted as chairman of the meeting. Nearly fifty people attended. Supt. **Bill Handschin** gave the review of the year. He reported a busy year at the roundhouse, primarily because of the remodeling, and extensive work at the arsenal to remove our equipment stored there. The security at the arsenal has been strengthened in the wake of national events which in turn has slowed our work there. The only item of business brought up by a member was a request by **Dick Heine** to strengthen, somewhat, the positions of the persons directly supporting the work done by the superintendent. He indicated that a group of people felt that better and quicker accounting of expenses was needed and that the time required to carry out the superintendent's duties was more than can be expected of any volunteer with a full time job. The suggestion was that the division's treasurer and assistant superintendent be assigned more decision making duties. **Kurt Mahre** volunteered to chair a committee to come up with a recommendation on how this could be accomplished.

The annual elections found **John Oliver** being reelected to the board and **John Lind** replacing **Tim Tuggle** on the board as Tim had to retire do to work

commitments. **Bill Handschin** was reelected to a second term as superintendent.

Steam program

The steam program continues under the leadership of Foreman **John Oliver**. Engine NP 2153, parked at East Grand Forks, is tentatively scheduled for moving to the Jackson Street Roundhouse in mid to late February. Engine NP 2156 has had the boiler sandblasted, following removal of the boiler tubes. Smaller sized parts of the running gear have been removed, sandblasted and painted. The engine has been jacked up, driving boxes removed, cleaned and sandblasted. Next on the schedule for early 2002 will be the ultra-sound boiler wall analysis and the "stitch welding" repair of the cracked steam chest.

Restoration of engine NP 328 is currently in a holding status. Current restoration and repair of the steam engines has been limited by the lack of available funds, but the program progresses steadily along as further funding is sought.

The steam program has much volunteer support. The following members have been actively involved: **John Oliver, Mike Gamble, Ron Beck, Bob Gross, Richard Kaseth, Dave Wantz, Jim Grunnet, Bob Hawkins, Ken Rovie, Keith Skeivik, Peter Zeller, Jan Edstrom, Dennis Holmes, Mike Alfveby, Richard Fish, John Stein, Ward Gilkerson, Steve Sandberg, Mike Schmitz, Blair Dollery, Mike Matson and Henry Eisenheuer.** **Lee Tuskey** continues on with the engineering support. Thanks to all the steam supporters, and others, who might have been missed.

Diesel program

Leadership has changed in the diesel department. **Larry Schulte** resigned from the diesel foreman position. Our thanks go to Larry for his many years of service.

The new foreman of general diesel maintenance is **Phil Wellman**. Current attention is focused on engines 559 and 105, for their scheduled winter maintenance. The process includes inspection of the mechanical and air brake systems, and maintenance, repair, or upgrades of these systems, as needed. Members helping with diesel section work have been **Bob Hawkins, Dan Goebel, John Peters and Dick Heine.**

A new addition to the MTM diesel fleet is locomotive #6240, an EMD SD 39, generously donated by the Canadian



The new excursion track along the north side of the roundhouse has been installed. It ends at the Rutledge depot, visible behind the Rock Island coach. The flat graded strip between the track and the roundhouse is for the future parallel 12-inch gauge Little Rocket track. Aaron Isaacs photos.

Pacific Railroad, facilitated by **Jonathan Hanna**, the Canadian Pacific Railroad corporate historian. MTM member **Dick Heine**, coordinated the donation. Of local interest, locomotive #6240 started as a Minnesota, Northfield and Southern engine, numbered #40. The MN&S was then purchased by the Soo Line Railroad, and the engine was renumbered #6240 by the new owners. Also donated by CP Rail was a "wide vision" Soo Line caboose #31. Our thanks to the Canadian Pacific Railroad for their donations in supporting the growth of the Minnesota Transportation Museum, and thanks to **Dick Heine** for the coordination.

Car maintenance

The 32 volt electrical system of car #2232 is being upgraded. **Phil Wellman** has removed the old cloth-covered wire, and replaced it with new "Exane" wire, as per current code requirements. New 32 volt trainline wire has been installed, and the 32 volt system has had a preventive maintenance review.

Car #265 work has been performed by **Eric Hopp and Chuck Dahl.**

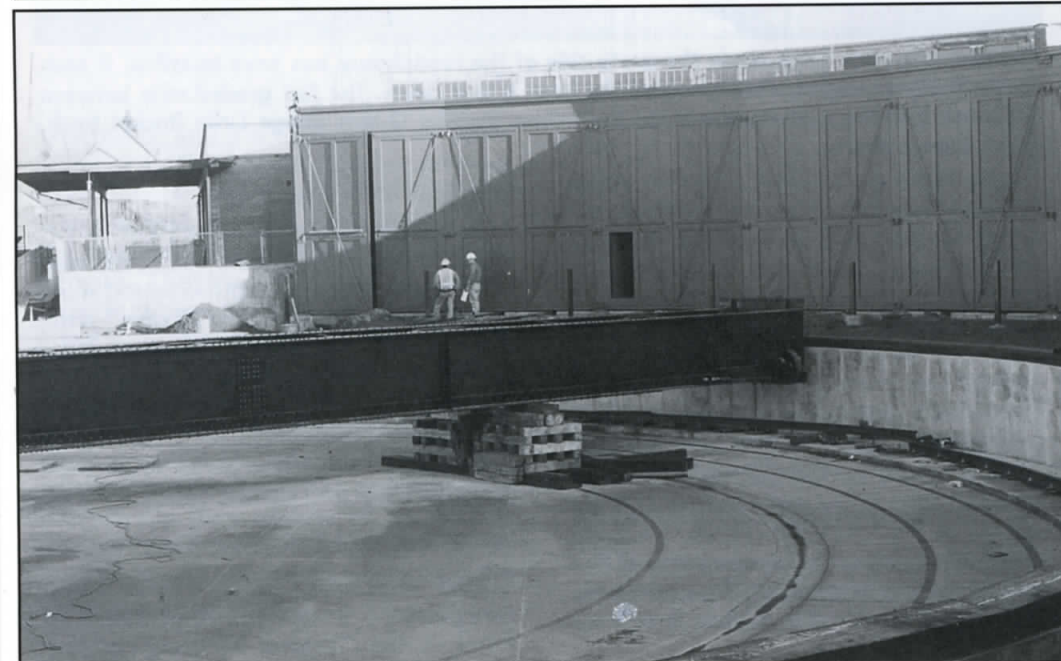
Shop and yard functions

The welding shop has been reorganized under the leadership of foreman, **Eric Wagner.** Welding curtains



A turntable chronology: After excavation, sheet piles were inserted around the outer edge of the pit wall, followed by wood forms for the wall. Next came the concrete pit floor, the mini ties to support the outer pit rail and the rail itself. The turntable, which had already been structurally repaired, sandblasted and painted, was placed in the pit on cribbing, then lowered onto the rail and the center pin. Then tracks were laid on the deck and the control cab installed. As of the most recent photo, the electrical wiring is going in. Meanwhile three yard tracks have been extended to the pit edge, along with six roundhouse stall tracks.

Eric Hopp and Aaron Isaacs photos.

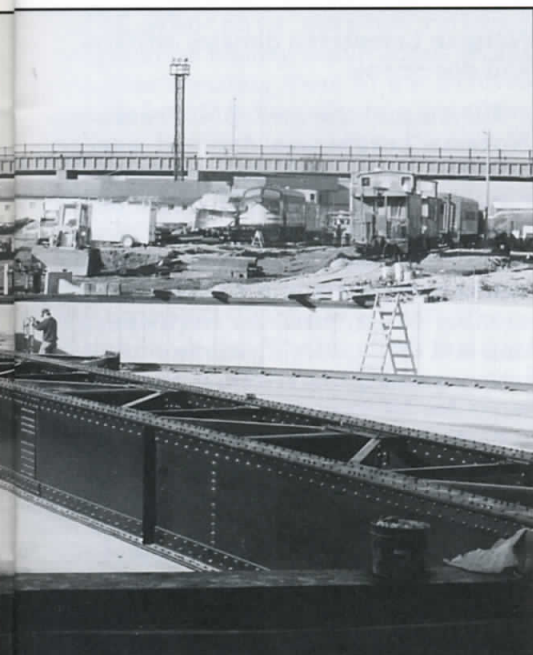


are in place for protection. Located nearby is a sheet metal shear and one of the large drill presses. Current welders available are a Delta 651 wire-feed welder and a Miller-Matic Advantage TIG welder. Suitable welding rod storage is also available.

Significant yard work and on site projects have been performed by **Marv Heller, Chuck Dahl** and **Rich Solstad**.

The Arsenal

Under the guidance of **Charles Barthold**, MTM rolling stock is leaving the Twin City Arsenal site. Since September, three items have been moved: a boxcar, a Soo Line tender, and the Chicago Transit Authority (CTA)



car. In addition, the Gopher State Railroad Museum Group has been given two cars. Preparatory work continues on readying cars for transportation from the Arsenal site. Members and staff working on the project have been **Eric Hopp, Eric Wagner, Bill Handschin, Chris Olson, John Wickre, Mike Gamble, Bob Moen** and **Phil Wellman**.

JACKSON STREET ROUNDHOUSE REPORT

-George Bergh

At the Jackson Street Roundhouse, the current construction and restoration phase is nearing completion. The roundhouse doors are installed, painted, and soon to be weather-stripped. The newly installed heating units are able to keep Bays C and D warm.

The restored turntable, newly painted, with newly restored central supports, and updated electric motors and electric operating systems, is now in place in the totally new turntable pit. A grand opening ceremony for the completed turntable took place on December 20, 2001, with Jackson Street Roundhouse Superintendent **Art Pew** performing the "ribbon cutting". The Great Northern SD45 #400 "Hustle Muscle" locomotive was turned on the turntable with retired Engineer **Tony Becker** in the cab of the "Hustle Muscle" and volunteer **Richard Kasseth** in the control cab of the turntable.

Three upgraded tracks lead into the turntable from the west. The southern most lead track has a new switch with a new track going west to the western fenced boundary. Entering the roundhouse, three lead tracks enter Bay C (tracks 16, 17, and 18), and three lead tracks feed into Bay D (tracks 22, 23, and 24). In addition, a new north track, formerly called the "ice house track", now travels along the northern edge of the Jackson Street Roundhouse property, easterly to the Rutledge Depot. As part of the construction projects, the western portion of the roundhouse property was cleared, and as part of the track and property work. The dirt hill on the southern border of the property was cleared, and the depression next to the old southwestern loading dock area, by Bay A, was filled in.

Jackson Street Roundhouse Museum

The Jackson Street Roundhouse Museum, located in Bay D of the roundhouse, continues to be open on winter weekends for the first time. With heat available, the museum has been

open all day Saturday, and Sunday afternoon. Special educational tours during the week also have been arranged. Public attendance at Jackson Street in 2001 has approached 2500 visitors. A "family day" event, with Santa visiting the roundhouse, occurred in early December. In addition to Santa's visit, model train layouts were provided and demonstrated by **Kurt Mahre, Roger Johnson**, and **Spencer Mast**. Other special groups visiting Jackson Street have been a Ford Car group, a senior citizen's group, and a developmentally disabled group. Scheduled birthday parties have become special events at the roundhouse.

A "Lego" day has been scheduled for February 2nd and 3rd. A big special event will occur when "Thomas the Tank Engine" returns to the Jackson Street Roundhouse for two three-day weekends on April 20th and April 27th.

Director of Museum Exhibits, **Noel Petit**, continues to coordinate the museum and its exhibits. **John Wickre** has been working as coordinator of docents as well as assisting with management of the museum. Development of a short winter train ride on the site, involving a turntable crossing, is being planned. **Charles Barthold** continues to manage purchasing and stocking the roundhouse gift-shop, with inventory assistance from **John Wickre**. Sales are reported as "brisk". The "Dan Patch" exhibit had some repair work done by **Randy Martinson** and **Eric Kallas**. **Warren Olson** has been repairing the "Gopher" Car windows.

John Wickre reports that support of the docent mission leading tours at Jackson Street has been very good. Recent docent activity has been provided by **George Bergh, Ralph Back, Pete Cangialosi, Kevin Clark, Barb Durfee, Ted Hotvet, Linda Laman, Steve Lind, Kurt Mahre, Donna Martinson, Randy Martinson, Bill Marshall, Mike Miller, Barry Moore, Sharon Moore, Tom Neadle, Art Pew, August Schwerdfeger, Harold Serumgard, Jerry Setterholm, Brian Thompson** and **Mike Thompson**. Thanks to all who have helped in the past.

Track #22 in Bay D has all new machined rail clips completed and in place. Members finishing the task were **George Bergh, Richard Kasseth, Mike Alfveby, Chris Olson** and **Ted Hotvet**. With this track in operational condition, and the turntable functioning, a new car or engine will be moved into Bay D for museum exhibition.

A fine new addition was donated to the MTM railroad collection. **Jack Hoover**, from Great Falls, Montana, donated the Great Northern Stockman's Coach Number X-757 Drovers Coach. This coach is one of the few original Great Northern wooden passenger cars still in existence. This first class coach was delivered to the Saint Paul, Minneapolis, and Manitoba Railroad in the summer of 1893. Produced by Barney & Smith, it was first numbered 56. In a renumbering process by the Great Northern in 1900, it was renumbered Great Northern No. 145, at the St. Paul shops. In 1908 the car was changed to a second class coach and renumbered 3225, also at the St. Paul shops. Electricity was installed in 1926, the car renumbered No. 568 and assigned to branchline service. In 1930, Car 568 was converted to Stockman's coach No. X-757 at the Jackson Street Shops on April 26, 1930.

The coach served as a "drover's coach" for many years and was finally taken out of service by the Great Northern in 1961. Scheduled for scrapping, the car was rescued and purchased by **Jack Hoover** in November 1961. Current plans are to move the X-757 into Bay D at the Jackson Street Museum for display on track 21. A detailed review of the coach can be found in the Great Northern Railway Historical Society's Reference Sheet No. 139, dated September 1988, prepared by **Steven Neuman**.

A vintage Worthington, horizontal piston air compressor, was donated by **Richard Kirch**. The compressor has been cleaned and painted by **George Bergh**. The unit will be brought on line to supplement existing air reserves for the museum. Such units were representative of air compressor equipment found in railroad maintenance shops. A retired EMD D-77 traction motor has been donated by the Minnesota Commercial Railroad. The direct current electric motor, rated at 500 to 750 horsepower, will be used as an educational exhibit to help the visiting public understand some of the processes that make modern railroads operate. In addition, the motor will be used for volunteer instruction on basic maintenance of a traction motor. It was removed from the Minnesota Commercial's locomotive #484, an EMD CF-7. Thanks to the Minnesota Commercial and their staff for supporting the educational mission of MTM.

JACKSON STREET RAILROAD ARCHIVES NEWS

-Lorenz Schrenk

The Archive Office at Jackson Street Roundhouse

During the past year the Northern Pacific Railway Historical Association and the Great Northern Railway Historical Society have been working to develop a joint NPRHA, GNRHS and MTM railroad archive at Jackson Street Roundhouse. Both historical groups have extensive collections of railroad records, photographs, maps and selected artifacts. One large collection includes the Authority for Expenditure (AFE) files from both the GN and the NP. **Stu Holmquist** recently led a group of volunteers in moving these NP and GN records from the boxcars where they had previously been stored to temporary storage in Eagan. Eventually these files will be relocated to a permanent archive storage room at the roundhouse.

Current projects include completing work on the archive office at Jackson Street to seal out the dust and grit inevitably found around a working roundhouse. Volunteers **Ladd Siegfried**, **Doug Complin** and **Larry Schrenk** have been filled cracks in the old brick wall and seams around the edges of the office.

Another project, led by **Stu Holmquist**, is renovating two small rooms in the lower level of the roundhouse to convert them to interim archive storage rooms. Lights and power outlets have been installed and plumbing drains for dehumidifiers added. Unused metal fittings have been removed, old paint has been scraped, and the floors sealed. Remaining work includes repainting the spaces and installing shelves and a door.

Yet another project is to develop a computer-based, archive catalog system.

The plan is to have all of the GNRHS, NPRHA, and MTM archive items listed in a common catalog. This would allow any user to find items of interest in the collections regardless of which organization owned them. The catalog will be based on Microsoft Access.

Some of the needed computer equipment and software has been obtained and basic categories of data defined. **Jeff Otto**, a Union Pacific employee from Omaha, is assisting us in creating the basic structure of the cataloging system.

On July 23, **Norman Lorentzsen** and **Robert Downing** toured Jackson Street Roundhouse and the Archive Office. Both men held key executive positions at the Burlington Northern. Lorentzsen rose through the ranks of the Northern Pacific to become the NP's Operating Vice President and later was President and Chief Executive Office at BN. Downing was a senior executive at the Great Northern and later was Vice Chairman and Chief Operating Officer of BN. Both men expressed support for the work to create a museum and a railroad archive facility at JSRH. Both of these important railroad executives have made donations to assist the archive development. Their encouragement and support are greatly appreciated.

Norman Lorentzsen donates artifacts and documents

In August former BN President **Norman Lorentzsen** donated a large number of significant artifacts to NPRHA. These items included a depot bench from Brainerd, an NP caboose chair, a 100-year old clock from the NP headquarters building in St. Paul, a number of lanterns, an engineers oil can, and the builder's plate from an NP rotary snow plow. Among the paper items are NP system wall maps, annual reports, seniority rosters, timetables, and photographs. One of the most unusual items he donated is an 1892 model Winchester rifle, one of a number purchased by the NP but never used and which was later sold to employees. Another donated item is a key stamped NP and GN. It was held by the NP president and was the only key that would unlock the tenth-floor door that stood between the NP and the GN executive offices in St. Paul.

Other recent acquisitions

Former NP employee **Henry Councilman**, who worked at Carlton for many years, recently donated a group of significant documents and books. The group over twenty-five AAR and NP safety rule books and safe loading of equipment books, a 1973 Railway Equipment Register, a 1897 Official Guide to the Railways and a 1903 textbook on track. MTM member **Bill Olsen** donated a valuable collection of books and papers on the history of traction systems in the Twin Cities. **Walter Baillon**, a former NP employee in the Valuation Department and a volunteer at the Minnesota History Center, donated several boxes of papers and documents, including NP brochures, clippings, and timetables,

and a group of GN publicity photos. All of these donations will help build the archive collection at Jackson Street Roundhouse and make it an increasingly valuable source for railroad-related information.

New oak bookcases installed

To provide accessible storage for donated books, periodicals, and other items, seven large oak bookcases have been installed along the back wall of the Archive Office at Jackson Street Roundhouse. These custom-built bookcases have lockable glass doors to protect items placed in them. Money for the bookcases is being raised through donations from members of NPRHA, GNRHS, and MTM. Any members of MTM who have surplus railroad technical or history publications might consider donating them to the archives to help build up the collection for others to use.

The Roundhouse Roundtable

On October 2 **Larry Schrenk** gave an illustrated talk at Jackson Street Roundhouse on the early years of the North Coast Limited, the Northern Pacific's premier passenger train. If there is sufficient interest and arrangements can be worked out, more such presentations could be held on a regular basis in the future for anyone interested in railroad history.

LAKE MINNETONKA DIVISION REPORT

-Ann Merriman and Chris Olson

Minnehaha operations

Despite a very rainy spring, in 2001 the Minnehaha carried 14,376 people, an increase of 122 riders from 2000. The Give 'Em A Ride Program increased its ridership from 499 to 802 people, and the LMD once again extends its thanks to MTM member **Brad Robinson** for his annual, generous support of the program. One GEAR Program cruise was sponsored by the morning Excelsior-Lake Minnetonka Rotary Club and we thank them for their support as well.

An unpublished schedule change also proved successful. The Minnehaha operated only out of Excelsior on Saturday, September 8 for Apple Day and out of Wayzata on Sunday, September 9 for the second day of James J. Hill Days, with one-hour trips scheduled. In Wayzata the Museum set up a table at the Depot for ticket and merchandise sales. Despite very hard



Aboard the annual members day fall colors cruise are (L to R) unknown, Terry Warner, Superintendent Brad Buxton, Carl Soneson, John Petronek and Dave Irey. We also don't know the young person at right rear. Bill Graham photo.

rain in the afternoon, this new endeavor in Wayzata proved most successful, and the Greater Wayzata Area Chamber of Commerce acknowledged the Museum's efforts with a delightful 'thank you' card. Many thanks to ticket office volunteers **John and Nancy Schroeder** for their long day of duty at the Depot, and to the two flexible Minnehaha crews: captains **Jim Jurgens** and **Tom Roberts**, pursers **John Petronek** (who did all-day duty), **Dave Carroll**, and **Chuck Oberg**, and engineers **Steve Williams** and **Christopher Olson**.

Finally, some great feedback was received in the LMD office in early September. A postal reply card arrived in the office from **Elaine and Bill Spencer** of Brooklyn Center and it said: "It was a glorious Sunday afternoon when we took the Minnehaha 6:30 cruise. It was informative and a pleasant way to end the day."

Volunteer cruise

On October 13 the LMD was happy to host the annual Minnehaha volunteer cruise for fifty steamboat, streetcar, and ticket office volunteers. Even though it was a little chilly, volunteers and LMD staff had a great time. LMD staff acted as purser and engineer, with thanks going to volunteers **Mike Kramer** and **Ross McGlasson** for their stints as captain.

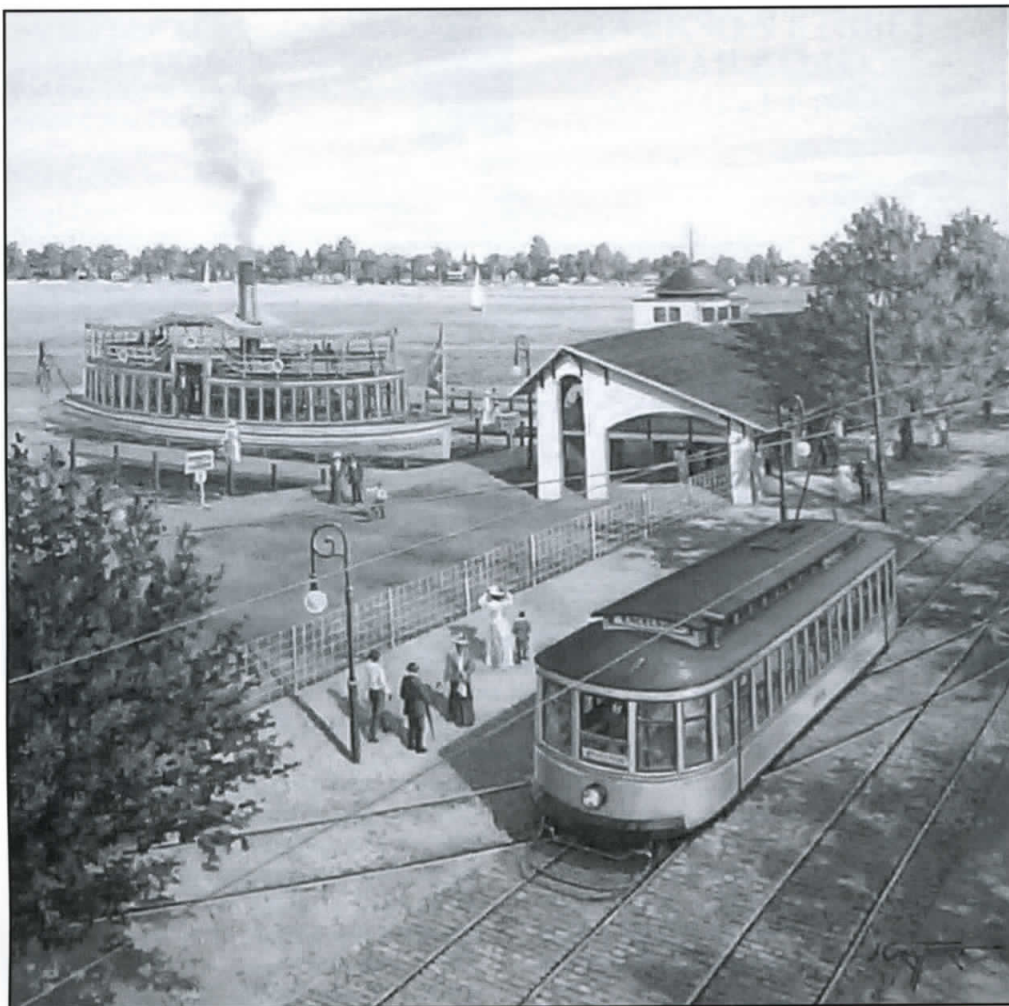
Minnehaha pull-out and maintenance

Preparation on October 19 for the pull-out was performed by volunteers **Virgil Behounek**, **Leo Eiden**, and **Jim**

Hewett, and staff member **Christopher Olson**. On October 20 the annual Minnehaha pull-out once again proved an interesting and adventurous event. With MTM friend and neighbor **Jeff Jensen's** assistance and the use of his 1940s tank retriever, the boat was safely loaded on its custom-built trailer at the Minnetonka Portable Dredging Company and towed down the Hennepin County Regional Trail to the boat barn. **Christopher Olson** organized the overall operation. Managing to load a 55 ton steamboat onto a trailer is no small feat, and this cooperative effort attests to the great skills of our



Winona #10 now rests on the Brill 21E power truck that recently arrived from East Troy, WI. Most of the components needed to restore the car are now on the property. Bill Graham photo.



If streetcar #1300 had ever met the Minnehaha at the Excelsior dock station, this is what it might have looked like. Now imagine this scene considerably bigger and in vibrant color. Prints of this painting by J. Craig Thorpe, commissioned by MTM members Gordon and Carolyn Bassett, are available at all MTM stores, or by mail. The price is \$10.00, unframed.

volunteers. The LMD staff thanks the following volunteers for their active participation in the event or for their moral support: **Brad Buxton, Bob Johnson, Bob Bolles, Jack Kegel, Leo Eiden, Virgil Behounek, John Petronek, Brad Blasing, Ross McGlasson, Jim Ogland, Dave Carroll, Johnn Schroeder, Nancy Schroeder, John Love and Ned Phelps.**

Now in the boat barn, the Minnehaha is undergoing her annual engine and boiler maintenance. Last year's hull conservation project, designed by **Brad Buxton and Bob Johnson**, proved so successful that it was implemented again this year. LMD staff attached plastic sheets to the hull, covering everything below the waterline. Water was pumped onto the barn floor under the boat. The water's evaporation into the air creates a humidity chamber that prevents the hull from drying out and the seams remain tight between the outer hull planks. This environment is conducive to mold growth but a weekly spraying

of Lysol solves this problem. This very simple procedure will help prevent hogging and hull damage caused by repeated shrinking of the timbers. The LMD thanks **Jeff Jensen and Mike McWilliams** for supplying the water for this conservation project.

Streetcar 78 operations

The latter half of the streetcar operating season proved more successful than the first half, primarily due to an increase in the number of local volunteers. Overall, 3,493 passengers were carried in 2001, down from 5,051 last year due to construction and several cancelled shifts because of a lack of volunteers. Apple Day was once again the busiest day for the trolley, with 438 passengers carried during the two shifts. This season the LMD again participated in the walking and biking tours organized by the Minnetonka and Excelsior Public Schools that includes streetcar rides and tours of the car barn. A great note, actually left on a small bit of

newspaper on the streetcar with \$2.00, said "Hello MTM people - My son and I had a trolley ride the 4th of Oct. and we had no money. Here you go - thanks!!"

The MNDOT work on Highway 7 was often a problem, with large trucks from power and construction companies crossing the streetcar tracks. The workers were very cooperative with the museum, however, and tried to move their equipment when needed. The bridge that replaced the old streetcar bridge is completed and open to traffic.

Valleyfair cars sold

Many LMD volunteers may not know that the LMD owned two Valleyfair gas powered trolley-type cars that were purchased at auction several years ago. MTM volunteers completely restored one car in anticipation of their running in Excelsior. The amount of work and the craftsmanship put into the car has made it a very nice looking and operable vehicle. However, these trolleys are not historical and do not fit within the Museum's mission as an educational institution dedicated to the promotion of Minnesota public transportation, so the cars were never used.

The Iowa Trolley Park of Clear Lake, Iowa has purchased the two cars for \$9000 and the Museum thanks volunteer **George Isaacs**, who informed the ITP about the cars. Special thanks go to volunteer **Dave Irely**, not only for the time and skill he (and many others) put into restoring the cars, but for his efforts to sell the cars as well. Dave test drove and "showed off" the cars to an ITP representative, thus sealing the deal. Volunteers **Ken Albrecht, Scott Heiderich, and Jim Willmore** assisted with moving the cars. The LMD thanks CHSL General Superintendent **Jim Vaitkunas** and **George Isaacs** for the above information.

Streetcar artifacts

Volunteer **George Ittner** informed the LMD office of streetcar related artifacts in storage at our car barn. The objects have since been retrieved and are now safely displayed in the Museum's streetcar exhibit. The artifacts include a heavy wool uniform coat, a hand-held fare box with key, and a ticket punch and key attached to a workable belt clip with chain. Thanks to George for his efforts.

Loan of roller coaster car

In November 1993 the LMD accepted the donation of the #1 Roller Coaster Car, part of the roller coaster from the Excelsior Amusement Park, from

Rodney S. Wallace. MTM member and volunteer **Bob Bolles** proposed a temporary loan of the car to the Excelsior-Lake Minnetonka Historical Society to augment their displays that focus on the Excelsior area. The car was moved to the ELMHS with the help of **Bob Bolles, Brad Buxton, George Ittner** and the LMD staff. The LMD hopes that this cooperative effort will be only the first of many official future associations with the ELMHS. The LMD thanks the MTM Board of Directors for their permission to loan out the car.

Volunteer News

Ticket Office volunteer **Jean Ohland** is experiencing on-going medical treatment, but reports are that she is doing well. Ticket Office volunteer **Ann Johnson** has also had health problems this fall, but is quickly improving. Our best wishes to Jean and Ann for their continued recuperation.

Excelsior Streetcar Line Report

-**Bill Graham**

Work on the restoration of car 1239 clearly has shifted from the carbody itself to the mechanical systems which will make the car run. The Tuesday crew, led by **Neil Howes** and including **Jerry Olson, Phil Settergren, Keith Lindbergh, Roy Harvey** and **George Isaacs** have pulled in the main wiring harness. With the newly rebuilt controller on the front platform connected to the traction motors, No. 1239 moved a few feet under her own power this fall for the first time since 1953. The crew is finishing the cleaning and re-assembly of the resistor grids which will modulate the car's speed. The grids and other control hardware were obtained from Gomaco Trolley Company of Ida Grove, IA.

The Tuesday guys, under **Jim Willmore's** direction, have installed and tested the air-brake linkages under the car. The cylinder, clevises, rods and slack adjusters came from a wrecked Burlington Northern gondola rescued from a scrap yard in St. Cloud. As things worked out, the brake cylinder is in the same location under 1239 as the cylinders under cars 1300 and 265.

Ironically, holes in the frame reveal that 1239 originally carried her brake cylinder one cross member to the rear of the present location. This poses no problem for locating the other appliances under the car. Mountings are in place to receive the re-built CP-27 air compressor.

Ken Albrecht, with collaboration from **Jim Willmore**, is forging ahead with the rear step well for 1239. He has fitted and welded in the framework for the two steps with risers, and he is bending the steel strap material that will form the open step treads. Some 500 feet of this bent strap material will be needed to form the two steps.

Bob Dumas has screwed down the base boards for the trolley swivel base which **George Isaacs** rebuilt. This is ready to be mounted and will permit the main power cable to be laid down on the roof and into the new switch box up front in the motorman's cab. **Bob Dumas** built a new box to contain the main power disconnect, switches for the lights and the fuses. Bob built the box from photos and drawings of boxes on other TCRT cars.

Mary Ann Corbey, the widow of former MTM President **Gene Corbey**, has donated a number of hardware artifacts that will be used in 1239. These include a complete rear farebox stand including a rare overhead fare register in pristine condition. A trolley retriever also was donated from Gene's basement collection of artifacts.

Scott Heiderich and the Tuesday crew did a major re-arrangement in the carbarn to make room for essential items. They jacked up the carbody of Winona car 10 and set it on the recently received Brill 21E single truck in order to conserve space. By setting the Melbourne interurban trucks outdoors, space was created for the Lake Minnetonka work boat "Toot" to be

stored indoors. All this freed up the entire length of track 3 to receive the carbody of Mesaba Railway Car 10 which was displaced from its resting place at Twin Cities Army Ammunition Plant.

Car 1239 has undergone a remarkable transformation in only 3 years. It all bodes well for having her substantially complete by sometime next summer. Besides the remaining control system work, the seats must be re-conditioned and installed. Re-covering the seat cushions with new cane material might have to wait until funds are found. In the meantime, serviceable cushions from MTM's stock will serve well. Remember, there is still plenty for MTM'ers to get their hands into on car 1239. If you can volunteer, please contact **Bill Graham**, 952-435-9724, or **Ann Merriman**, 952-474-2115.



Mesaba #10 on its way from the Arsenal to Excelsior carbarn. Dick Stoner photo.



#1298 pulls in to East Side. Charlie Fisher turns the track switch. Top right: Later, Louis Rivet backs #1682 into the barn.

THE LAST DAYS OF EAST SIDE STATION

MTM member **Edwin Nelson** was a motorman for Twin City Rapid Transit during the last years of the streetcars. But Ed was more he was devoted to capturing the history of the cars. He researched company records and collaborated with **Russ Olson** to produce the first history of Twin City streetcars, *Interurbans Special 14*, published in 1953. Later his research would be incorporated into Russ' great work, *The Electric Railways of Minnesota*, published by MTM in 1976.

When the streetcars quit in 1954, Ed moved to Toronto, and finished his

career there as a motorman. Russ lost touch with him for a number of years, but they reconnected and Ed became an MTM member. Recently he gave Russ a real treasure, a photo album in which he documented the final two months of Twin City streetcar operation. Russ has in turn donated it to MTM. The album offers an unprecedented tour of the Como-Harriet and Oak-Harriet lines in their last days. There are 160 photos in all, and most are new to the MTM collection. Many will appear in the reworked "Como-Harriet Story", to be published this winter.

East Side Station was the last active Twin City streetcar barn and also the oldest, built in 1891. It was located on

1st Avenue NE between University and 4th Street. The building survives today as the Superior Plating Company.

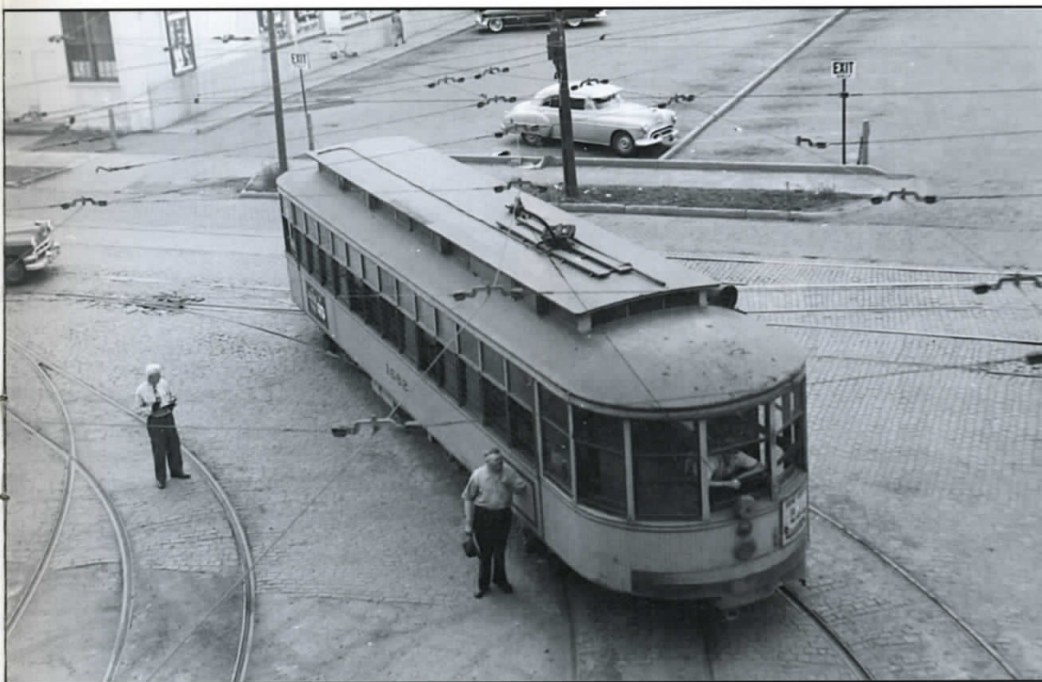
This photo story reproduces many of Ed's photos of East Side and its employees in those last days. Note the large number of Scandinavian and eastern European names, reflecting a post-immigration workforce. The emphasis on employee numbers is part



When the cars were backed into the East Side storage tracks, the fenders were removed and placed under the cars to save space. That's Ed Nelson himself performing the chore.



Chris Hagen #441 raises the steel curtain door on track 23.



Shopmen George Freiermuth and Ora Taylor.

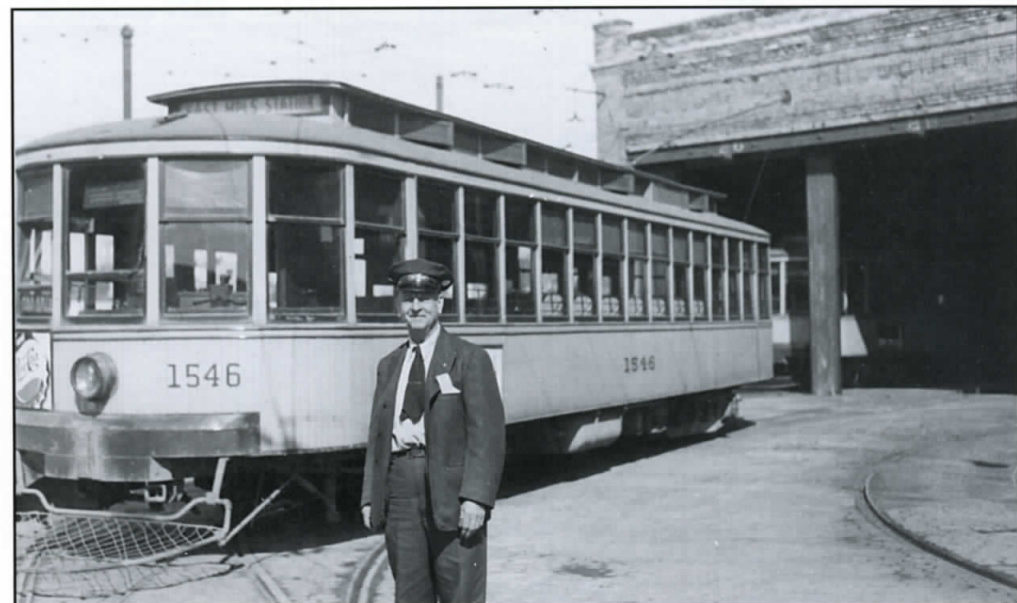
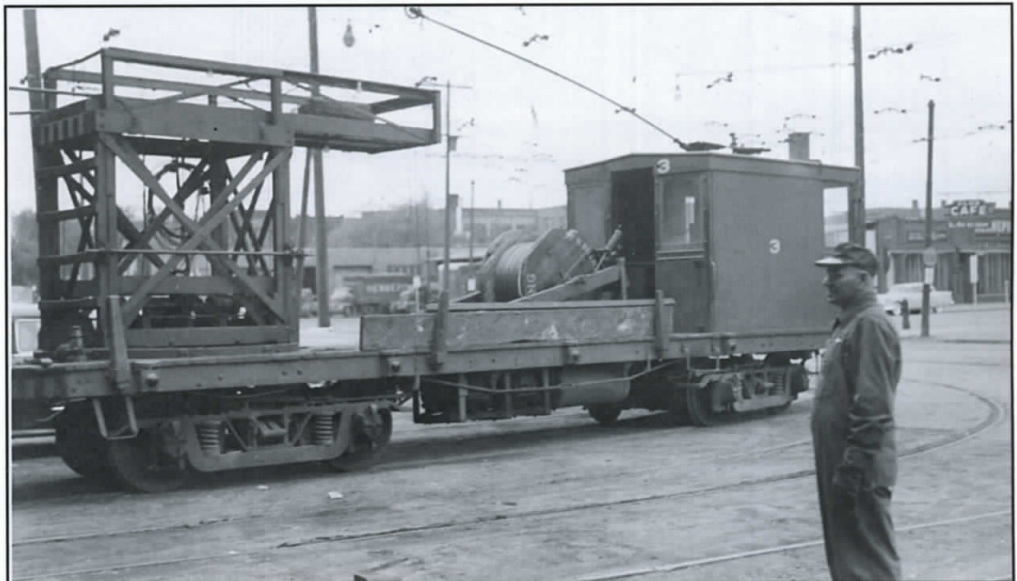
Shop foreman Frank Betley pulled out wire car #3 and posed with it.

of the transit culture that persists to this day at Metro Transit. Drivers are as likely to know each other's numbers as their names.

When you look at the photos it's clear that wasn't just a railfan visiting the property. He knew his subjects on a personal level and it comes through. Thank you, Ed, for sharing it.



Chester Montgomery #54 fills a sand bucket at the 44th and France loop. The streetcars had air-operated sanders that spread sand on the rails for better adhesion in slippery conditions.



Mike Wachlarowicz #1963.



Gust Freeberg #615



Leroy Robeck #238 and Anton Gunnard #185



Richard Kokkila #662, Don Boucher #399 and George Mogen #147



Kurt Sell #231 and Sture Olson #1303



Alton Noard #90 and Joe Reichel #251.



Mike Woodhouse #132





Viewed from the roof of East Side with the downtown skyline as a backdrop, a streetcar pulls in via the non-revenue track on 1st Avenue NE.



Al Jydstrup #3224



Motorman Harry Crooks #104 and Conductor I. G. Nesvold #207 at 50th and Penn Avenue South.



Chris Pedersen #129 and Tony Szczek #3280



Motorman Carl Johnson #1411 and Conductor Hans Erickson #3224 at 1st Street and 1st Avenue N.

THE BELLE OF MINNETONKA

LAKE MINNETONKA STEAMBOAT SERIES

In 1881 W.D. Washburn launched by far the largest steamboat on Lake Minnetonka, the City of St. Louis. James J. Hill was in the process of building the Lafayette Hotel, the largest on the lake. He built a five-mile branch line from Wayzata to serve it. The final touch was to one-up Washburn with a steamboat so much larger that no one would ever equal it. He purchased a Mississippi Riverboat, the Phil Sheridan, disassembled it and shipped it to Wayzata. Originally built in 1866, the Phil Sheridan was a side wheeler, rather like the City of St. Louis. It ran on the Mississippi and Ohio Rivers, where it set a speed record. It reportedly sank in 1876.

Hill stretched the boat to 300 feet by adding to the bow and stern. It was long to the point of looking somewhat

ungainly. The overnight cabins were removed to provide space for more day trip passengers. The boiler (second) and hurricane (third) decks were extended forward. On the river, the boat had hauled freight on the forward main (bottom) deck, and this space was also converted to passenger use. As rebuilt, the Belle of Minnetonka could carry 2500 passengers.

Hill opened the Lafayette Hotel and launched the Belle on the very same day, July 2, 1882. Former President Ulysses S. Grant was one of the attendees at the grand opening.

For a memorable year, the City, the Belle, the Lotus and other boats would meet the Great Northern's morning train at Wayzata. Once loaded, they would race to Excelsior, as shown in the photo on page 26.

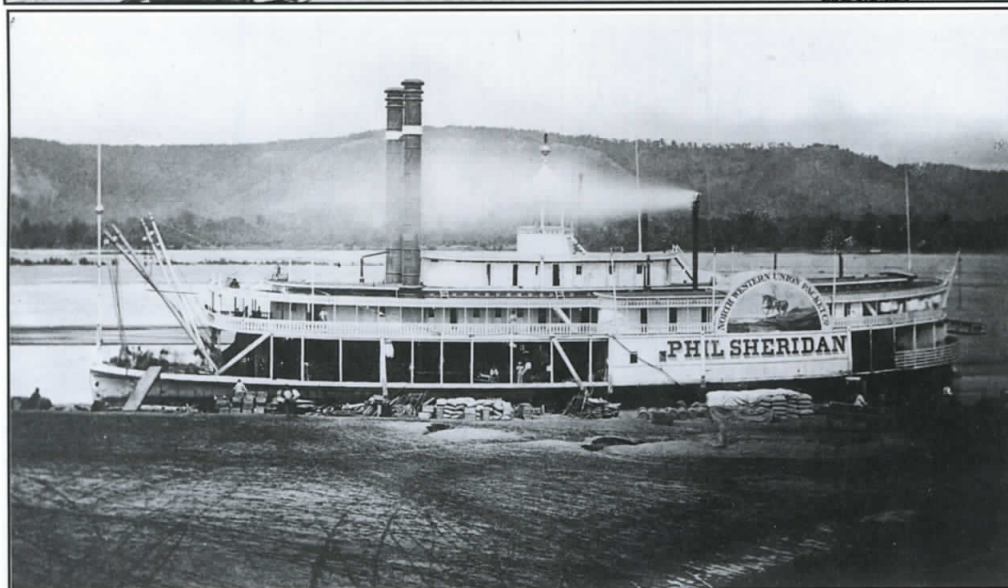
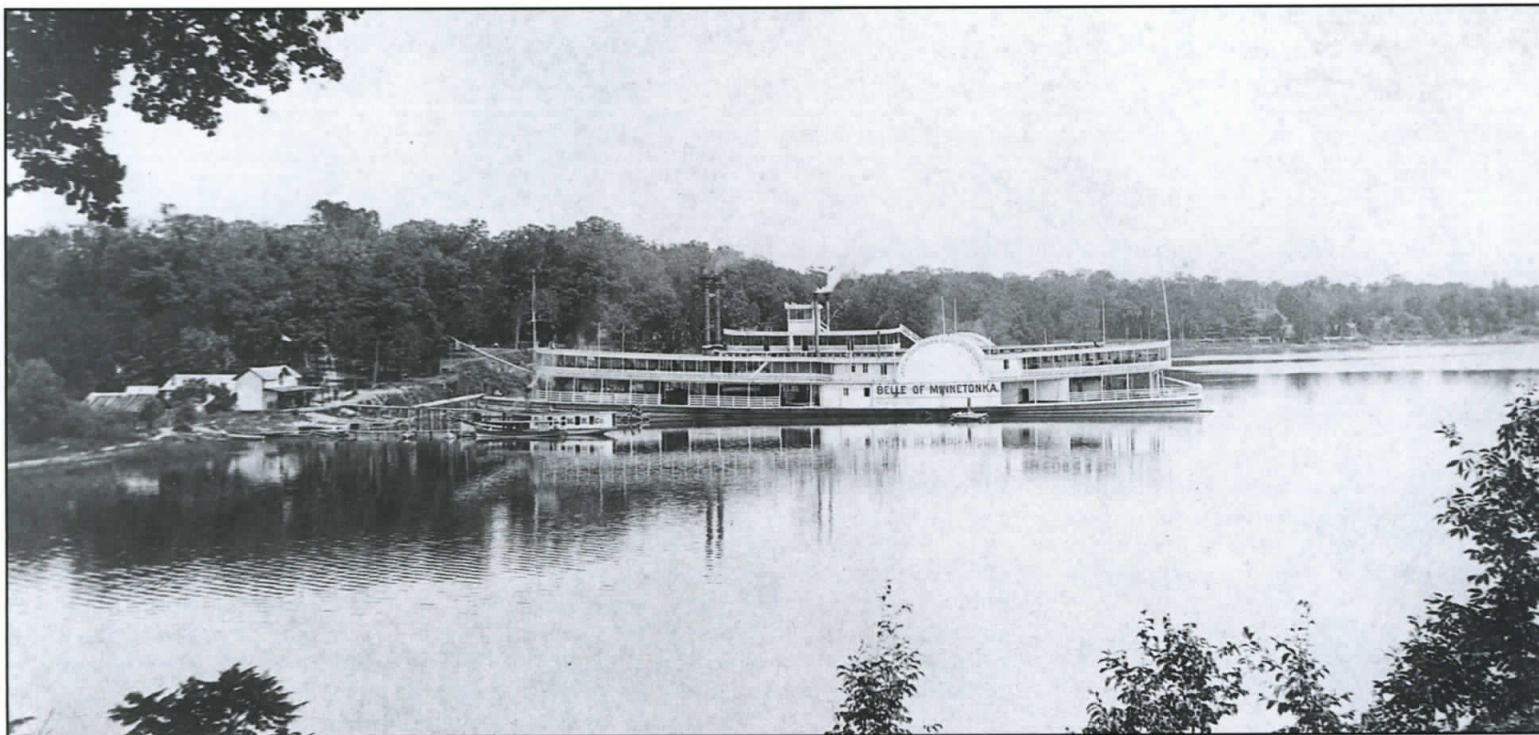
Hill owned the Belle for only a year. Both it and the City were purchased by Charles Zimmerman's new Lake Minnetonka Navigation Company. The Lake Minnetonka resort boom lasted only a few years. By the late 1880s the Belle, being the lake's largest and most expensive boat to operate, was used rarely. It spent most of the 1890s sitting, and was finally scrapped in 1898. Part of its hull became the barge Priscilla.

Its bell was saved, and was displayed for many years at the Excelsior public school. It sits today outside the Excelsior Public Library. For additional information on the Belle and other Minnetonka steamers, readers should buy a copy of member **Jim Ogland's** excellent new book, *Picturing Lake Minnetonka*.



In these two views, Belle of Minnetonka approaches what looks like the Lake Park Hotel dock in Tonka Bay. Jacoby photo, Minnesota Historical Society collection.

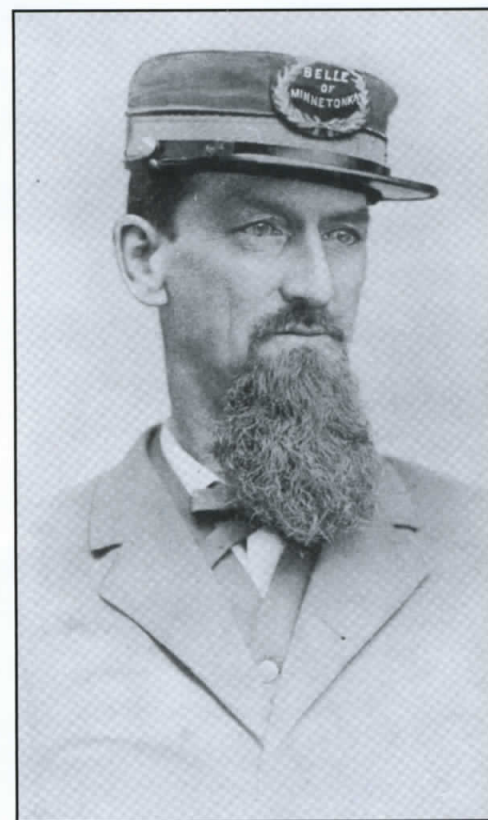




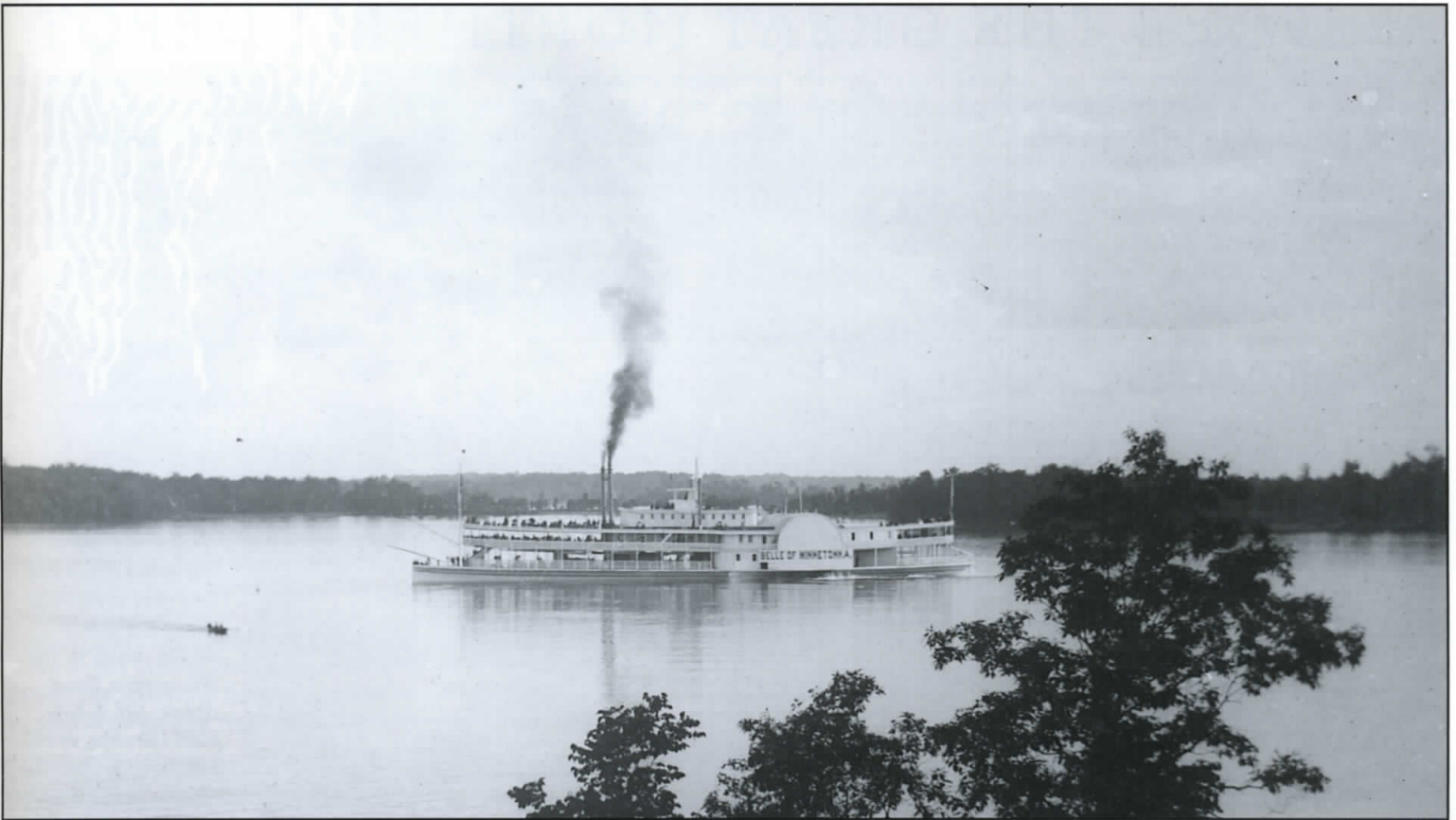
The Belle was rebuilt from the Mississippi River boat Phil Sheridan. Stretched considerably, its forward lower deck was modified to carry people, not freight. Cabins were no longer needed on the upper decks, and they were removed and the decks extended both fore and aft, the better to accommodate hoards of day trippers. Both Minnesota Historical Society collection.



The daily race from Wayzata to Excelsior begins, with (L to R) the City of St. Louis, the Belle and the Lotus. Zimmerman photo, Minnesota Historical Society collection.

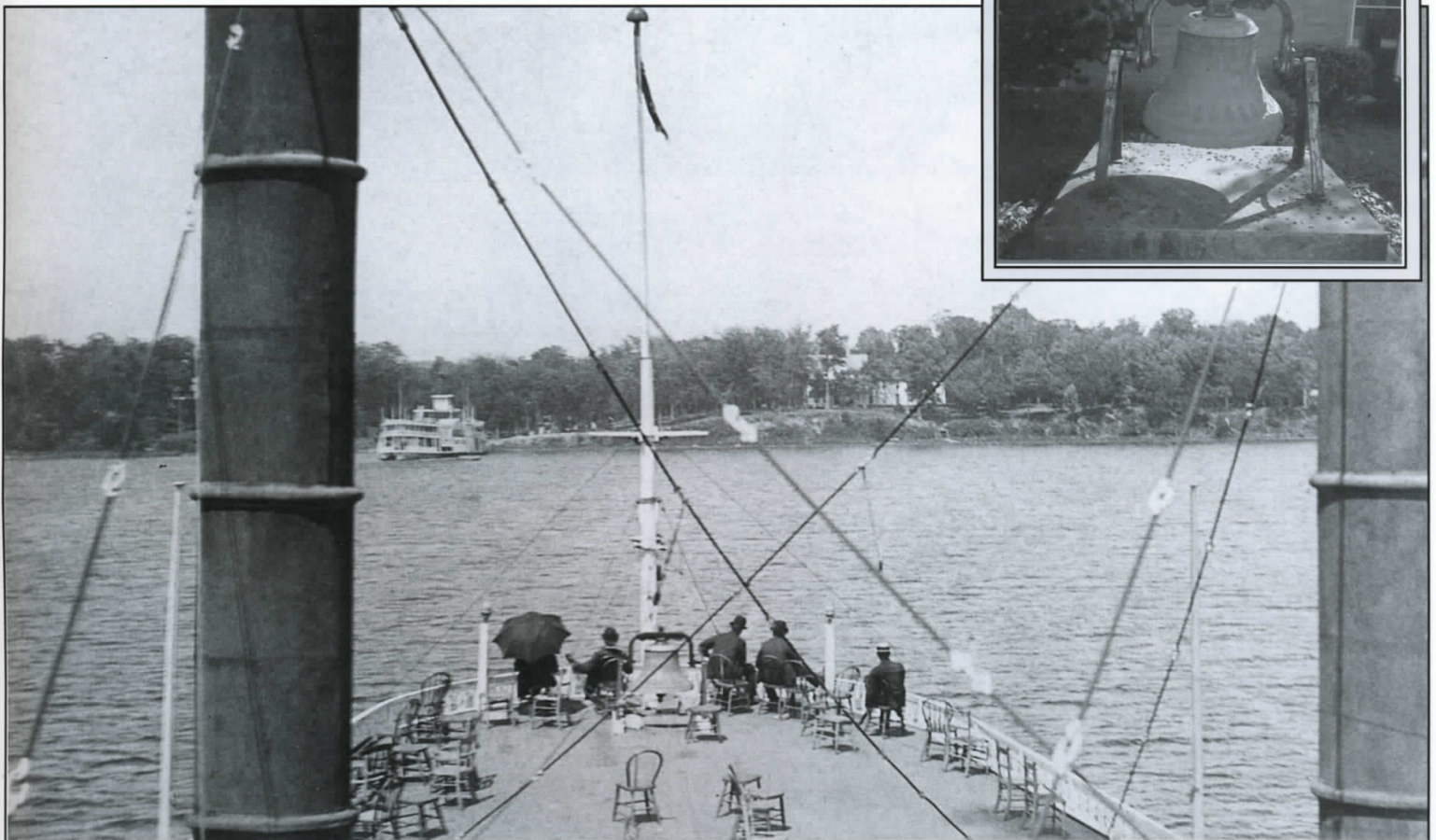


Captain O. L. West. Western Hennepin Pioneer Museum collection.



The biggest thing on the lake steams east, viewed from Minnetonka Beach. Jacoby photo, Minnesota Historical Society collection.

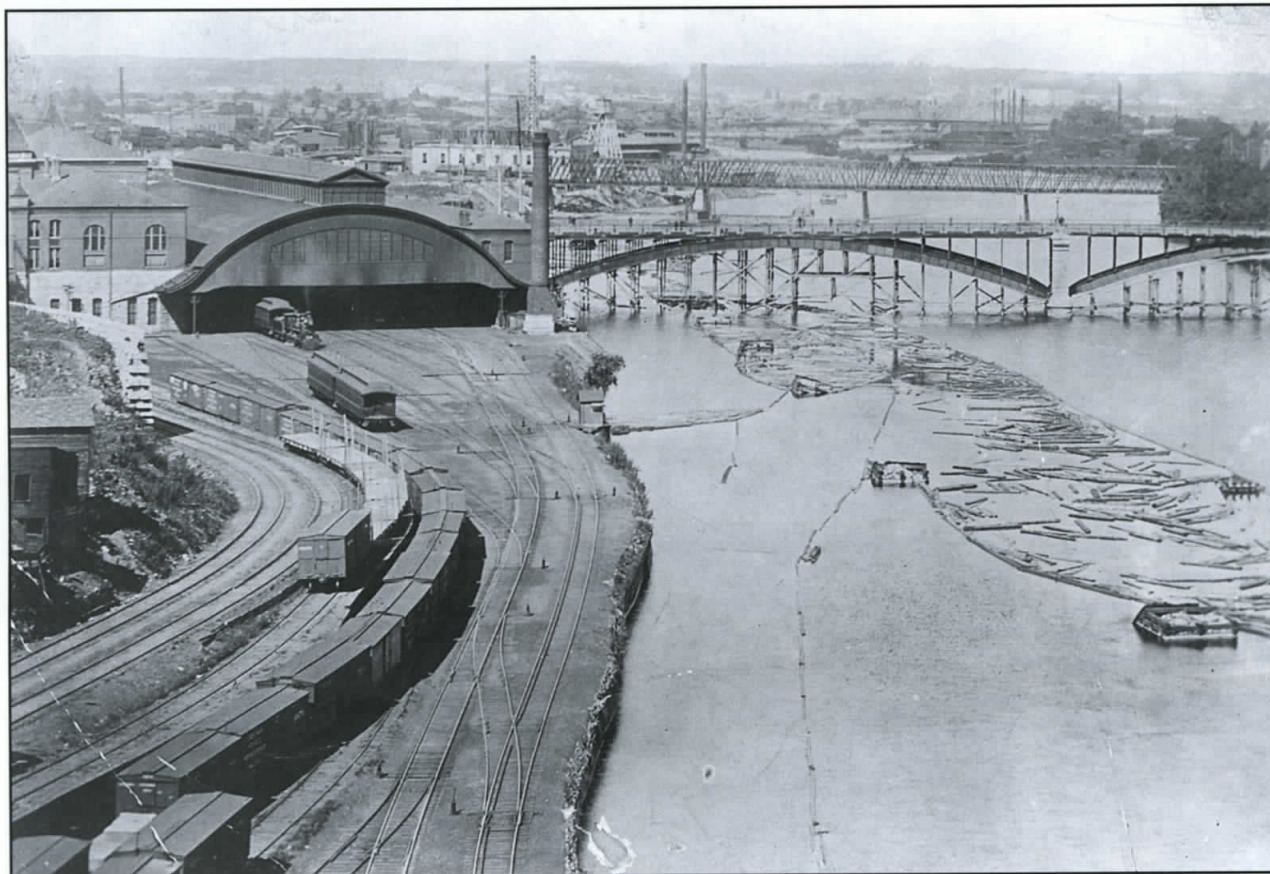
Aboard the Belle, joining the City of St. Louis at an unknown dock. The boat's bell (inset) survives today outside the Excelsior Public Library. Minnesota Historical Society collection.



BEFORE THE GREAT NORTHERN DEPOT

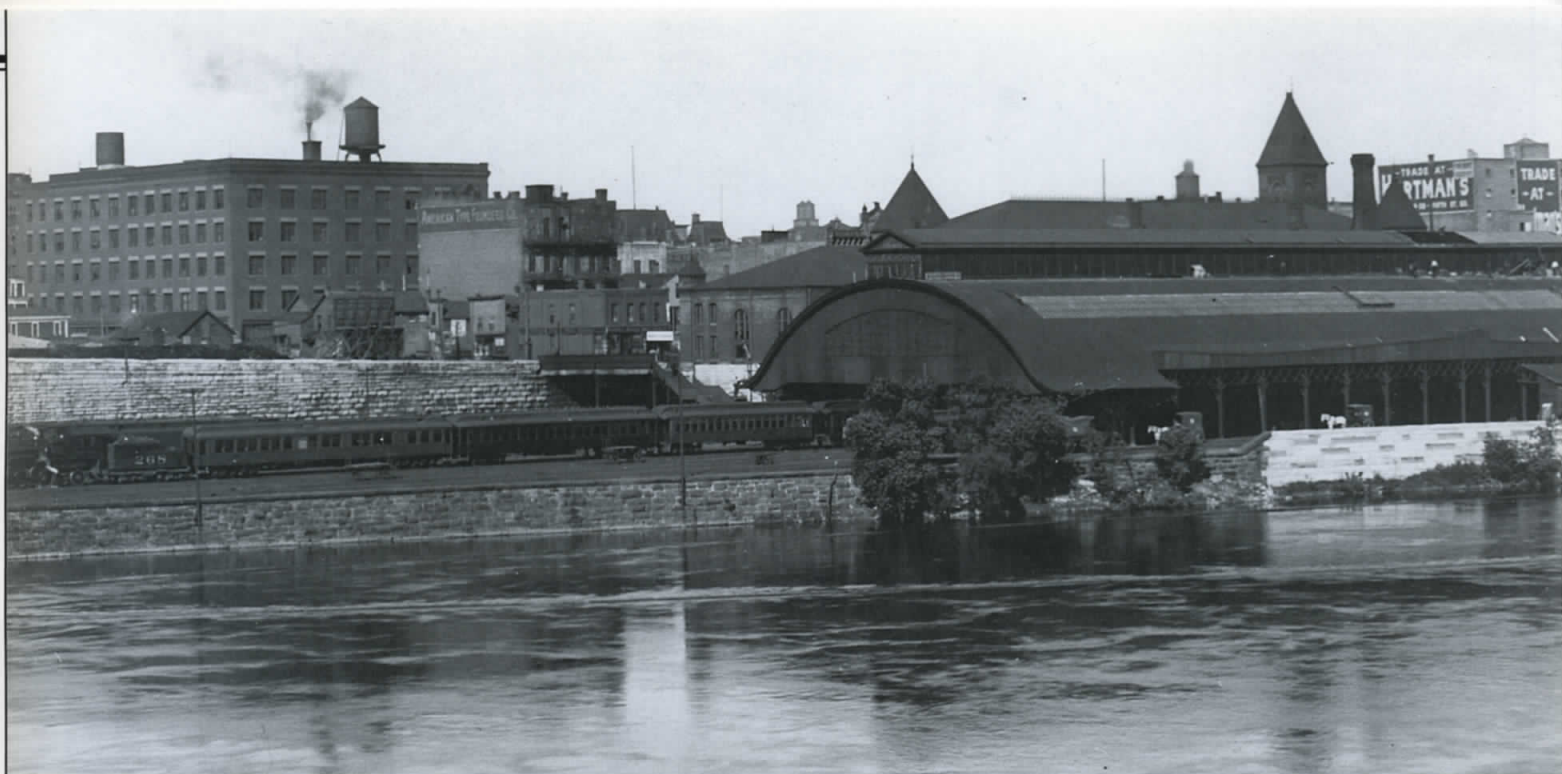
To those who remember the pre-Amtrak era of private passenger train service to Minneapolis, the Great Northern depot on Hennepin Avenue was home for the GN, Northern Pacific, Burlington, Chicago & North Western, Chicago Great Western and the Minneapolis & St. Louis. But there were a pair of earlier depots that were replaced when the GN was opened in 1914. By far the larger was the Minneapolis Union Depot. It was located just across the street, on the south side of Hennepin Avenue, where the main Post Office is now. The brick and stone Victorian structure featured a large arch roofed train shed and what appear to be seven tracks. Of these, it looks like three were stub ended with the depot and four were through tracks. The GN depot has much greater capacity, with a dozen through tracks.

Also largely forgotten is the separate single track Minneapolis & St. Louis depot, located around the corner under Washington Avenue.



The south end of the depot around 1900. Note the arched Hennepin Avenue bridge under construction. The Wisconsin Central would remain independent of the Soo Line until 1908 when its trains would move to the Milwaukee Road depot. WC 4-6-0 #231 (Brooks 1900) prepares to lead an all-wood consist out of town. Minnesota Historical Society photos.

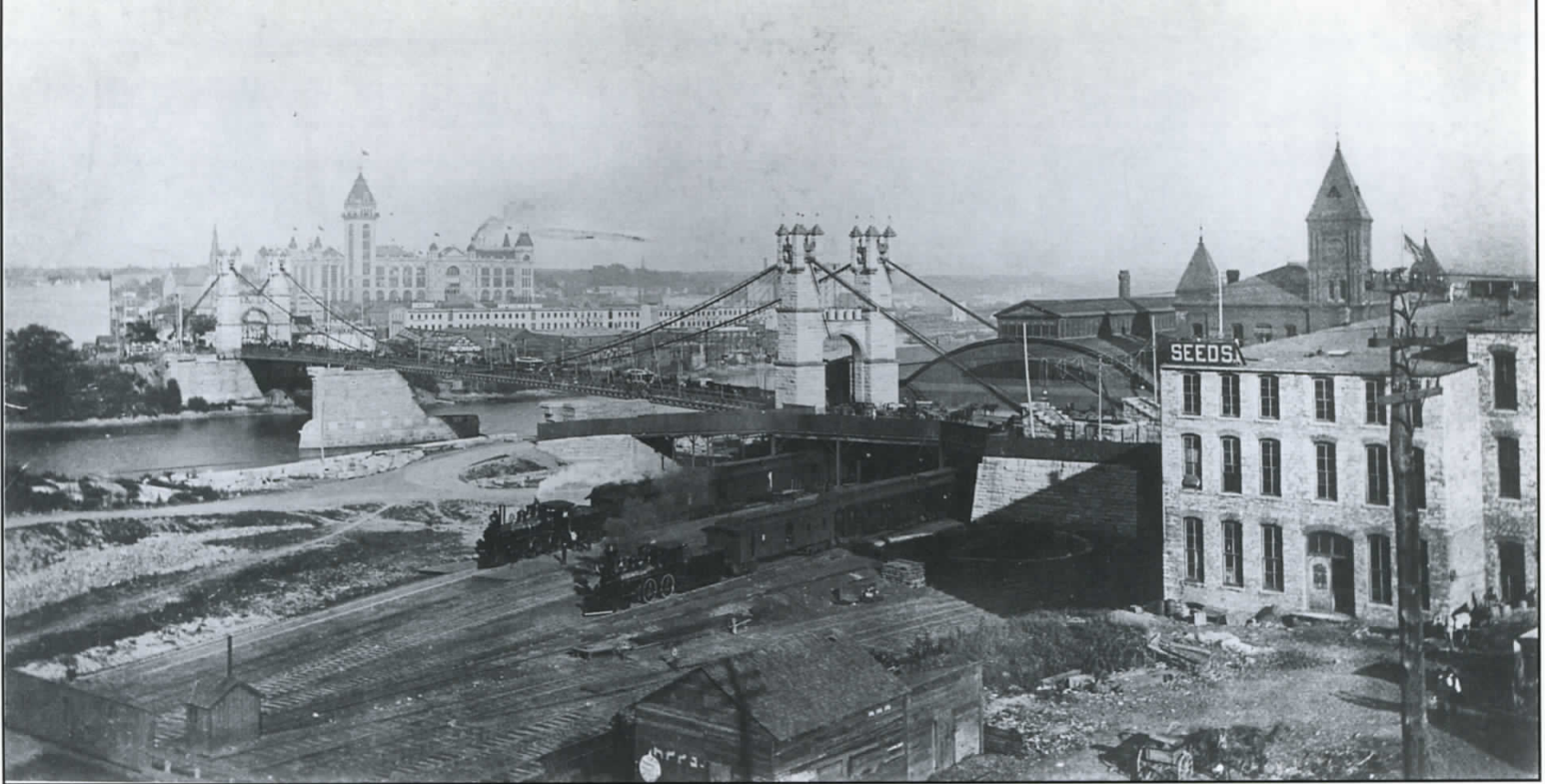




Union Depot viewed from across the Mississippi River.

Below: The Hennepin Avenue front of the Union Depot in 1908. A TCRT sightseer car is visible at left, and the High Street streetcar loop can be seen diverging at right. Both Minnesota Historical Society collection.





The north end of the depot, shown in about 1886 when the second Hennepin Avenue suspension bridge was still in place.

F. E. Haynes photo, Minneapolis Public Library collection.

The single platform Minneapolis & St. Louis depot huddles next to the east side of Washington Avenue in 1924. The bridge over the tracks was replaced in 2001, but the through truss was preserved and reinstalled, though it no longer serves a structural purpose.

Minnesota Historical Society collection.



Inside rear cover top: A PCC glides east on University Avenue near Lexington. The Wards tower is visible in the distance.

Inside rear cover bottom: GMC bus #1177 poses outside Snelling Garage in 1954. Note the streetcar style destination sign. Route numbers were still some years away. Harlow Callendar photo, Both MTM collection.





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FOR YOUR SPECIAL BENEFIT.

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COMFORTABLY, QUICKLY, AND INEX-
PENSIVELY.

WHERE TO GO? HOW TO GO? HOW
MUCH WILL IT COST? YOU'LL FIND
IT ALL TOLD HEREIN.

PERHAPS WE WOULD BETTER SAY:
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IN MANY RESPECTS, IN ALL AMERICA.
IT'S A FRESH-AIR GUIDE TO THE
TWIN CITIES OF MINNESOTA, WHERE
THERE IS ALWAYS TONIC IN THE AIR
AND WINE IN THE WINDS—WHERE
IT'S A JOY TO BE ALIVE."





MINNESOTA STREETCAR MUSEUM

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Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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